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SPECIAL MACAO EXCURSION

20th SEPTEMBER, 1931.

S.S. "TAISHAN"

From HONG KONG—9 a.m. (Wing Lok Street Wharf)

From MACAO—5 p.m.

S.S. "SUI AN"

From MACAO—8 a.m.

From HONG KONG—2 p.m.

CURTAINED SERVICE.

MONDAY, 21st SEPTEMBER, 1931.

From MACAO—3 a.m. only. From HONG KONG—5.30 p.m. only.

SPECIAL SALOON FARES.

WEEK DAYS—Single: \$3.00 Return: \$5.00.

SUNDAYS AND EXCURSIONS—Single: \$4.50; Return: \$4.00.

NOTE—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today.

(September 17.)

Lammert's Auction of Old and Surplus Stores, Kowloon Naval Depot, 9.30 a.m.

Entries for eighth Extra Race Meeting close, noon.

Home Sport—Golf: "Evening Times" Tournament at Longidddy.

Queen's Theatre: "Almost A Honeymoon."

World Theatre: "Hollywood Revue of 1931."

Star Theatre: "They Learned About Women."

King's Theatre: "Up the River."

Central Theatre: "Aloha."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail—Inward: Europe via Siberia (Garbata).

European Mail—Inward: Europe via Siberia (Empress of Asia).

Tides: High at 12.10 and 1.30; Low at 6.49 and 8.18.

Friday.

(September 18.)

Home Sport—Golf: "Evening Times" Tournament at Longidddy.

Queen's Theatre: "Almost A Honeymoon."

World Theatre: "Hollywood Revue of 1931."

Star Theatre: "They Learned About Women."

Central Theatre: "Aloha."

King's Theatre: "Up the River."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail—Inward from London by Surpedon; Outward: Europe via Suez (Tarukini Maru) 6 p.m.

Tides: High at 12.10 and 2.54; Low at 8.10 and 9.33.

Saturday.

(September 19.)

Home Sport—Golf: "Evening Times" Tournament at Longidddy.

Queen's Theatre: "Almost A Honeymoon."

World Theatre: "Hollywood Revue of 1931."

Star Theatre: "They Learned About Women."

King's Theatre: "Up the River."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail—Inward: Europe via Suez (Tarukini Maru) 6 p.m.

Tides: High at 1.20; Low at 9.46.

CLOUD LOAFING.

HOW TO FIND THE "PLUPERFECT PLEASURE RESORT."

WHERE TRESPASSERS WILL NOT BE PROSECUTED.

It is the exploratory instinct that prompts man, in planning a holiday, whether of five hours or five months, to exchange the known for the unknown; to leave home and visit the uncharted, unmapped, uncivilized and often uncomfortable places of the earth. Familiarity breeds discontent and the demand is eternally for new pleasure resorts to conquer. That is one reason why man, in his moments of lucid leisure, is taking to the air, writes Major Oliver Stewart in a London journal.

The air, unlike those other places on *Panama*, unlike darkest Deauville, and the jungles of Juan, does not disappoint it. Never comes too familiar. Praise may be lavished upon the gay Continental resorts, sun-bathing centres, casinos and Coney Islands, but statistical evidence can be adduced showing that cloud-ladd has them all knocked for a row of Japanese ash oars.

The air is the pluperfect pleasure resort, and it possesses the added advantage that it can be reached without effort and explored without worry. No boys, no buffaloes, no bullocks, no elephants and no camels are needed; simply a little Moth. By giving a drink of petrol to an entity of wood, fabric and metal you may move your holiday deck-chair up among the clouds without even pinching the fingers.

Those who desire to fly from the familiar must fly. In the air there are revealed a new heaven and a earth, the only one that is not yet overcrowded. Those who are confined to offices during the day make for the aerodromes during the evening, take out their aircraft and take to the air.

The contrast alone is sufficiently exhilarating. Instead of the four walls which enclose the worker during most of his waking and sleeping hours, there are the limitless expanse of sky, wide views and horizons new.

In the air, remember, there is no waste paper, no orange peel, no broken bottles. In the air the literal heart-cry, "Don't go out so far, Willy" (the vancional coun-

terpart of "Don't go down in the mine, daddy") does not echo and re-echo. Instead there is silence, unearthly cleanliness and the newness of a place made ready, but never yet inhabited.

It is the region with which it is impossible to become bored, for it is ever-changing. In two minutes it may have altered its outline; in two hours it may be a new place. Even as the airman looks, a black cloud mass may writhe in travail, and bring forth a battlemented castle, towering to 35,000ft. and reaching giddily up to the patch of blue sky above it.

Or the cloud may twist and twine itself into a sea serpent twice as long and fully as solid as any seen by mariners. Or it may break up into a symphony of abstract shapes, spontaneously fulfilling the critic's demand for "significant form." Or a cumulus cloud may go rolling by, its sparkling foam so strongly suggestive of a heavenly bath that the airman is impelled to dive his aeroplane into it.

On a day when the sun is bright and sharp and the air is chilled, cloud-schooners with gleaming spreads of canvas reach across the aerodrome, their shadows gliding over rivers and roads, hedge-rows and houses. Sometimes stratus cloud will spread beneath the aircraft, a white tablecloth, which hits the light back into the eyes and into which the aeroplane may be allowed to sink as if it were landing on an aerodrome.

Then there are the steam-roller nimbus clouds, so solid that it needs an effort of will to fly into them, and the wispy cirrus clouds, always a little higher, however high you climb. All of these play their parts in the pageant of the sky.

Baudelaire, in his apartment in the Hotel Pimodan, had the lower panes of his windows frosted over so that his eyes saw only the clouds floating past, expressing nothing more material than the temper of the weather. In this he was wise, for the clouds are the imagination. (Continued on Page 11.)

THE HONGKONG

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Fan Kai Kai Fan

Veal Cutlet, Jardiniere Sauce

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Mixed Salad

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Long Beans

Pancake

Fruit

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Mixed Salad

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A TELEVISION DEVELOPMENT.

BRITISH SETS TO BE MADE IN U.S.A.

London, August 14.—Negotiations have been concluded whereby the mass-production of Baird Television sets is to be started almost immediately in the United States.

A director of Baird Television, Ltd., London, is sailing in the Bremen for New York to-day, and Mr. J. L. Baird, the inventor, is to follow him shortly to put the work in hand. There will be an all-British staff.

"This is the most important step forward in the business sense that has yet been made in television," said Mr. Baird last night.

"Naturally I am very pleased about it, for although it does not mark any new technical development it seems likely to open up an entirely fresh outlook. Before the end of this year our American company should be in a position to supply all demands for television sets at a substantially cheaper price than the £25 for which a set can now be bought.

"Just how great the demand will be it might not be safe to predict. But the Americans are very keen, and they have the advantage of being able to do television broadcasting all day long."

Mr. Sydney A. Moseley, the director of Baird Television, Ltd., who is leaving for New York to-day, will do so in company with Mr. Leon Osterweil, the representative of American banking interests which are financing the undertaking. Mr. Osterweil and one of his colleagues came to London recently to discuss the details of the mass-production plan.

GOOD NEWS FOR AMATEURS.

RADIO SERVICE.

To meet an ever-growing demand in Hong Kong for efficient Radio Service Messrs. Arnhold have opened a depot at 51, Bonham Strand East, telephone 26513, where repairs and adjustments to wireless sets will be promptly attended to under expert European supervision.

Whether you are already an owner of a wireless set or whether you are merely interested in wireless—as every one is now-a-days—they can help you.

If you desire to have wireless installed in your home they will submit a list of sets obtainable locally according to the amount you wish to spend and will arrange to erect a suitable aerial for you.

In such cases they make no charge for their services; you only pay for materials supplied.

For a quarterly subscription of \$5 paid in advance they offer you the following advantages:—

1.—If you have a break-down or trouble of any kind 'phone 26513 and they will send you an expert wireless fitter to put things right.

2.—Your incur no extra charge for their services and only pay for materials supplied. They guarantee such materials to be of the best quality and at reasonable prices.

3.—If your set is battery-operated terms can be arranged with them for the regular charging and exchange of batteries.

The batteries will be collected from and delivered at your house under their own arrangements.

4.—Their expert advice is at your disposal without any further obligation on your part, and they shall be pleased if you will consult them as often as you like or any matter connected with wireless.

HOW TONE IS CONTROLLED.

SUPPRESSION OF LOW OR HIGH NOTES.

Quite apart from volume control, modera sets often include a device for modifying the tone. So-called tone controls are fitted extensively to radio gramophones.

First of all, what do we mean by tone? As a rule, low-toned reproduction means absence of high notes. Conversely, high-toned reproduction means absence of low notes. From this point of view, tone control is simply a means of suppressing either high or low notes.

With suitable components it is quite practicable to do either; but, as a rule, we find that tone controls are high-note suppressors. By progressively reducing the high-note response of the receiver we obtain the effect of a progressive lowering of the final output tone.

The high-note filter or tone control is shunted across one of several possible points. It consists of a condenser in series with a variable resistance. The action of this series arrangement can be understood quite easily.

Let us consider the action of the condenser. Its capacity is so chosen that its impedance is less than that of the circuit across which the tone control is connected.

Examples of the circuits across which the tone control can be shunted are the pick-up, primary of the output transformer, and the winding of the loud-speaker.

As the impedance of the tone control at the higher audible frequencies is chosen so that it is slightly less than that of the parallel circuit, the high notes are by-passed through the condenser, and therefore not through the pick-up, transformer, or loud-speaker.

A given condenser capacity has an impedance that can be calculated for any particular frequency. Obviously, a progressive by-passing of high notes implies a progressive variation in the condenser's impedance.

If we connect a suitable resistance in series with the capacity, the impedances of the series arrangement can be varied by altering the value of the resistance. It is easier and cheaper to vary a high resistance than to vary a large capacity. That is why high-note filters for tone control always utilise a condenser in series with a variable resistance.

Condenser Values.
Values of the fixed condenser and the series variable condenser depend upon the position of the filter in the set.

Across a pick-up, for example, we might use a condenser of .001 microfarad and a variable resistance of 50,000 ohms. These values are subject to modification. A larger or smaller capacity may be needed with some pick-ups to enable a sufficient range of high-note suppression to be achieved.

Many pick-ups have a peaked response at the high frequencies. While this is a great advantage with some records, it means a large degree of needle scratch with others. The suppression of the high notes, also eliminates the scratch, which usually has a high frequency.

If the tone control is wanted across the output transformer—that is, across the primary winding—the condenser may have a value of .01 microfarad and the resistance 50,000 ohms.

For tone controls across the loud-speaker the capacity of the condenser may be between .02 and .05 microfarad. As before, the variable resistance should be 50,000 ohms. The value of the resistance is not really critical, and the 50,000-ohm figure is suggested only because it provides a good variation in the impedance of the tone control, and therefore enables a wide range of tone to be obtained.

It must be emphasised that the above values are only approximate; but they are sufficiently accurate to form a basis for useful experiments.

As a rule, it is best to introduce the tone control late in the receiver, because otherwise the amplification of the initial suppression rather tends to ruin the reproduction.

The suppression of high notes makes the tone mellow, and this is often a good thing when music is being received; but for speech the desired crispness is obtained only when the full complement of high notes is reproduced. Although a tone control is not essential, it is certainly an excellent means of

adjusting the reproduction for the conflicting needs of speech and music.

Not all tone controls are high-note suppressors. By using a low-frequency choke instead of the condenser in series with the variable resistance, low notes can be suppressed. This means that the tone is raised. Usually there is only just enough low-note reproduction to give satisfactory balance to high notes. For this reason tone control is more often applied to the suppression of the high notes than of the low. —Amateur Wireless.

GRAMO-RADIO NEEDLES.

A pick-up is usually designed to work with a needle of a definite type and a needle having very different characteristics ought not to be used if the results intended by the makers are to be obtained.

But there are certain records which seem to need rather special attention, a finer quality being secured by using a special needle.

There are so many makes and sorts of needles that you can hardly try them all, but it is well worth having a selection of them. Many interesting tests can be carried out. The relative strength of the high and low notes depends to an extent upon the type of needle and it is surprising what wide differences in tonal qualities can be detected by trying various needles.

With the finer needles a grip ought to be used. If the pick-up arm has a device for adjusting the effective weight of the pick-up upon the record, then this ought to be regulated according to the type of needle. With some types the effective weight can be very little.

THE LIFE OF A VALVE.

A good average life for the early type of dull-emitter was about a year, by which time, if the filament had not actually burnt out, the emission usually fell off to such a degree that the valve was hardly worth the current it consumed. Nowadays the modern valve will, under normal conditions, last for anything between 3,000 and 5,000 hours, which on an average of 3 hours use each day, gives an active life of between 3 and 5 years. Of course, there are exceptions, and valves made even two or three years ago, do not always come up to this standard.

The best way to test a valve for senile decay, i.e., falling off in electron emission, is to replace it temporarily by a new one, and judge by results.

CHANGING THE GRID BIAS.

It is not advisable to adjust the grid bias on any output or power valve whilst the set is actually in operation. A power valve is designed to pass a much heavier current than any other valve in the set. Normally this is choked down by the action of the negative charge on the grid, but if the grid is left free, for any perceptible length of time, the anode current is likely to rise to a value that may do some permanent damage. An excessive surge of current may, for instance, ruin the emissivity of the filament, in which case the valve may just as well be scrapped.

HAVE YOU HEARD THESE?

Here are lists of long-wave and short-wave stations which should be picked up by anyone in Hong Kong who has a moderately good set suitable for receiving such signals. Success in picking up these stations also depends very largely upon favourable atmospheric conditions. Readers are invited to add to this list should they succeed in picking up any station not included in either of these lists.

LONG-WAVE STATIONS.

Wave length (Metres)	Station	Call Sign	Kilo-cycles
200	Manila	K.Z.I.B.	1,153
277	Shanghai	K.S.M.S.	1,093
345	Tokyo	J.O.A.K.	870
333	Hiroshima	J.O.F.K.	880
355	Hong Kong	Z.B.W.	846
357.1	Bombay	V.U.B.	840
361	Sapporo	J.O.I.K.	830
366	Keijo	J.O.D.K.	820
370	Nagoya	J.O.C.K.	819
370.4	Calcutta	V.U.C.	820.9
380	Kumamoto	J.O.H.K.	790
390	Senda	J.O.H.K.	770
395	Dairen	J.O.A.K.	760
400	Osaka	J.O.B.K.	750
410	Canton	C.M.B.	738
480	Manila	K.Z.B.M.	625

SHORT-WAVE STATIONS.

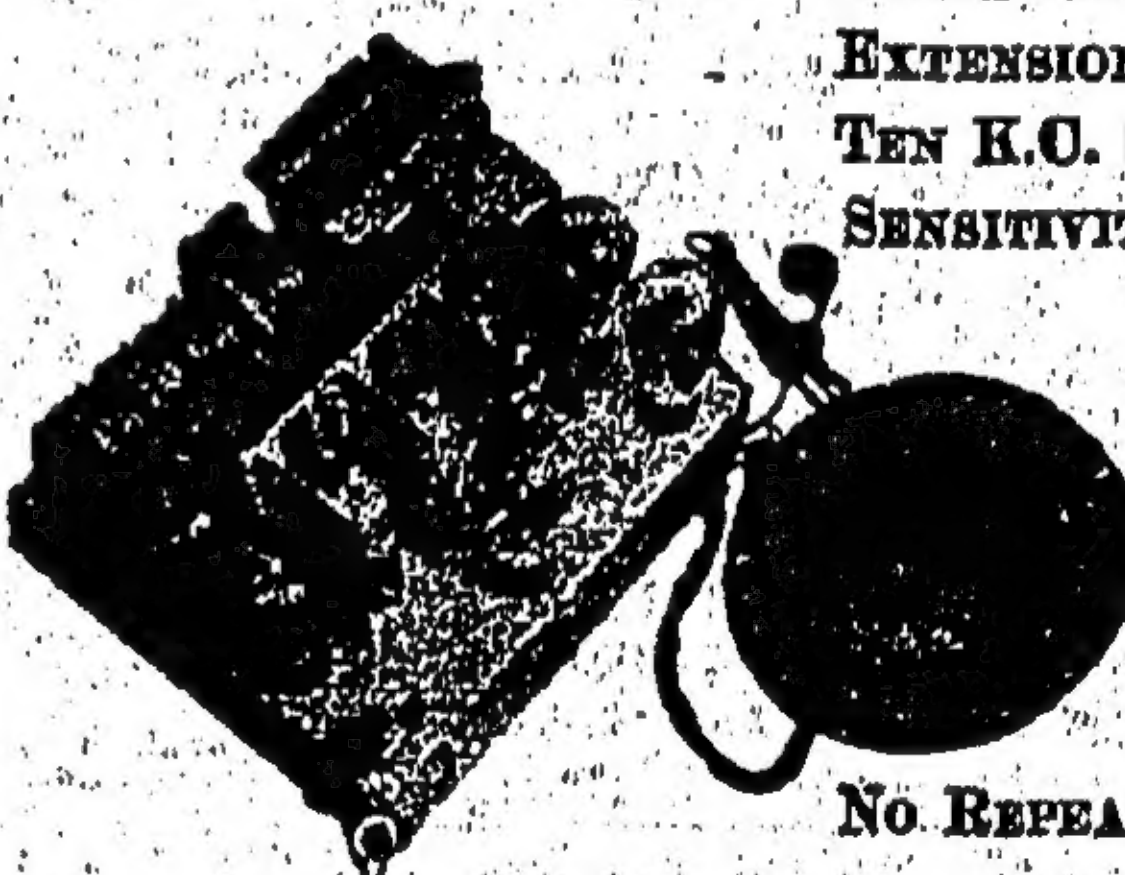
Wave length (Metres)	Station	Call Sign	Kilo-cycles	Time (Hong Kong) of Working
67.65	Dobitz (Germany)	A.F.K.	4,434	Mon., Wed. & Fri., 6 p.m. & 3 a.m.
69.12	Khabarovsk (Russia)	L.A.77	4,390	6-10 p.m.
69.7	Nassau	A.G.J.	4,291	Not regular
70	Moscow	R.F.N.	6,000	Tues., Thurs., Sat., 8 p.m.
73.5	Rome	I.M.A.	6,898	Sunday midnight
74	Perth	G.A.G.	7,143	Daily 6.30 p.m. & 11 p.m.
74.5	Singapore	V.S.I.A.B.	7,210	Not regular
74.8	Kootwijk (Holland)	P.C.L.	7,780	Daily 11 p.m.
77	Bangkok (Siam)	H.S.A.P.J.	8,109	Tues. & Fri., 9 p.m.—1 a.m.
78.5	Sydney	S.B.L.	9,280	Not regular
81.55	Melbourne	S.L.O.	9,568	Not regular
81.65	Schenectady	W.X.A.F.	9,580	Daily 7 a.m.
81.20	Bindhoven (Holland)	P.C.J.	9,620	Fri. 3 a.m., Sat. 3 a.m. & 10 a.m.
81.28	Sydney	Z.F.O.	9,680	Not regular
81	Nairobi (Kenya)	T.L.O.	9,977	Midnight daily
82.5	Sydney	S.M.E.	10,666	Not regular
87.6	Bandung	P.L.E.	11,020	Midnight—3 a.m. daily
89.53	Chelmsford (England)	S.S.W.	11,761	7.30 p.m. & 3 a.m. daily, except Saturday and Sunday
24.5	Manila	K.L.X.B.	12,240	Nightly
24.85	Schenectady	W.A.T.O.	12,490	6 a.m.—7 p.m., Fri. Sat.
18.99	Bandung	P.L.G.	16,102	Daily 6.30 p.m. to midnight
19.4	Kootwijk (Holland)	P.C.L.	16,894	Daily 7 p.m.
17.4	Bandung	P.L.F.	17,280	Daily 8 p.m. to midnight
16.9	Bangkok	H.S.I.P.J.	17,761	Sundays 7 p.m. & midnight
16.8	Kootwijk (Holland)	P.C.K.	18,404	Each afternoon
15.74	Bandung	P.L.H.	19,520	Daily 6.30—7 p.m.
15.6	Nancy (France)	P.L.H.	19,861	Daily 8 a.m.
19.93	Pittsburg	W.S.X.K.	21,440	Not regular

[Allowance must be made for "summer-time" in most European countries, which is one hour ahead of true time.]

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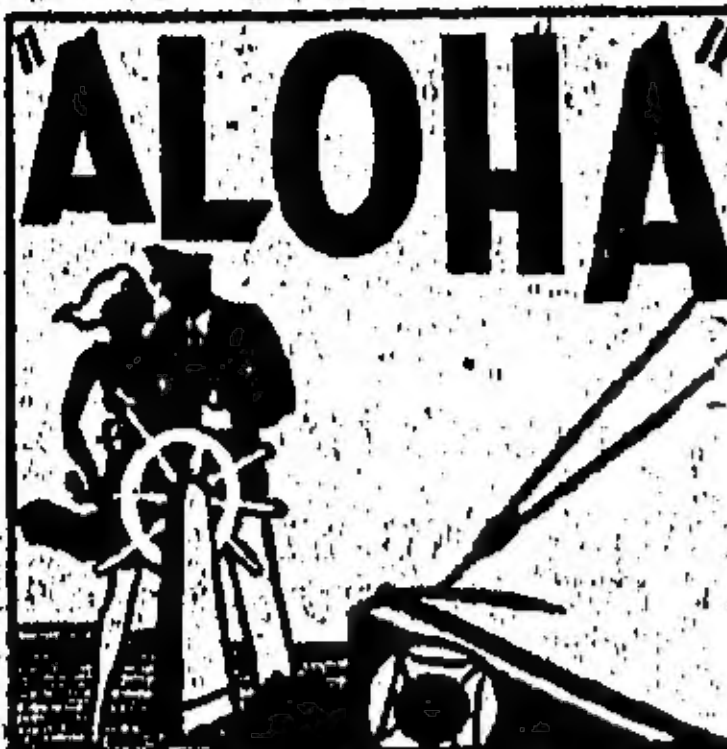
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A Child of Nature!

She lifted a man to the Glory of Heaven only to cast him into the depths of Hell and Damnation with her Native Heritage.

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Directed by

ALBERT ROGELL

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SPECIAL ADDED ATTRACTION

Nothing Like It
Even Shown Before.

THE TIFFANY CHIMPS
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WAGON

An All-Talking Comedy
With a Cast consisting
Entirely of

TRAINED MONKEYS

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BE SURE TO GET A SEAT

NEXT CHANGE

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Warner Oland—June Collyer
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WATCH!

A Fox Movietone Special

"MEN WITHOUT
WOMEN"

Featuring

KENNETH MACKENNA
And An All-Star Cast

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THE SILVER SCREEN.

KING'S THEATRE.

"UP THE RIVER"

Qualifying for featured comedy on the talking screen because of a grimly dramatic performance on the stage would seem to be an upside down procedure, but that's how Spencer Tracy came to be selected for the leading rôle in "Up the River."

Tracy, who won the applause of New York critics as well as Broadway audiences for his work as "Killer" Mears in "The Last Mile," has heretofore played only "heavy" or dramatic parts during his stage career, and had little if any intention of ever working in pictures.

However, when Director John Ford, whose Fox production, "Four Sons," walked off with the Photoplay gold medal for the best picture of the year, was in New York, he saw Tracy's performance and was deeply impressed by the actor's ability.

"Any man," said Ford, "who can throw so much power into a rôle of the sort of 'Killer' Mears, has the qualifications for a notable comedian as well." And since the leading part of "St. Louis" in the film demands several brief but vivid dramatic scenes as well as the hilarious ones, Ford decided that in Tracy he had found the very man to portray the difficult rôle.

At first Tracy was not interested and cited many good reasons why he preferred to stay on Broadway, but slowly Ford overcame the star's every objection.

Clair Luce, another stage star, who won the plaudits of New York, London and Paris audiences for her beauty and dramatic talents enacts the leading feminine rôle in this "talkie" while another celebrity in the cast is little Joan ("Cherie") Lawes, daughter of Lewis E. Lawes, Warden of Sing Sing Prison in New York. Warren Hymer, Humphrey Bogart and Wm. Collier, Sr., are also featured.

"BODY AND SOUL"

"Body and Soul," forthcoming Fox Movietone drama, will serve to introduce Elissa Landi, beautiful European star to the American screen public.

No actress from abroad has ever come to Hollywood acclaimed in the flattering terms that accompanied Miss Landi, and New York critics, too, have added their united endorsement of this beautiful and talented girl for her performance in the Broadway production, "A Farewell to Arms."

Charles Darnley in the New York Evening World said of her: "An English actress, Elissa Landi, achieved a beautiful, courageous and truly moving performance."

Robert Coleman stated in the Daily Mirror: "Elissa Landi, an English importation, made a most auspicious debut. She has beauty, poise, polish."

Said Baird Leonard in Life: "When it comes to Elissa Landi, words fail me. She is the loveliest creature you will see in many a season."

In "Body and Soul," coming to the King's Theatre Saturday next, Miss Landi plays opposite Charles Farrell, who needs no introduction to screen audiences. They recently voted him "King of the Movies," and he showed his appreciation by thrilling them with his performances in "Lilom" and "The Man Who Came Back."

Myrna Loy and Humphrey Bogart are also featured, under the direction of Alfred Santall.

The story tells of an American flying ace whose sweetheart is accused of being a spy. How he becomes involved in the accusation and then clears himself and the girl of the charge furnishes one of the most gripping screen stories of the current season.

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comedy in sixty minutes of film.

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the secrets of—and a man who
was still a wide-eyed boy. Chance
brought them together in an
embrace no force could part.

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NEXT CHANGE

BODY
and SOUL

CHARLES
FARRELL
ELISSA
LANDI



QUEEN'S THEATRE.

"ALMOST A HONEYMOON"

Commenting on "Almost a Honeymoon" the attraction at the Queen's Theatre, "The Daily Film Renter" says: "Another success for British International, this time farce, in one long laughter close. Better than the stage play. Clifford Mollison, young West End musical comedy-comedian with fresh breezy methods, has 'arrived' in this picture. Dialogue risque, but funny. Production stands out as subject to pilot any B.O. to brisk business."

Clifford Mollison is admirable in the rôle of Basil. His foolery while supposed to be in a state of intoxication is a brand new addition to portrayals of "inebriated swells." Dodo Watts is excellent as Rosalie, and acts with much natural charm. Lamont Dickson plays his original part of Cuthbert, and evokes plenty of laughs in the process. Donald Calthrop, as Basil's gentleman's gentleman, reveals further versatility, and gets away with a good percentage of the acting honours. One of the

best British productions of the year."

"SHIPMATES"

"Ocean," a waltz sea lion played a large part in the filming "Shipmates," a new Metro-Goldwyn-Mayer feature which will come on Sunday to the Queen's Theatre with Robert Montgomery in his first starring rôle.

The sea lion, it seems, "adopted" the battleship Colorado as his home in San Pedro Harbour, and when the ship scenes were filmed on the dreadnought he persisted in climbing on the armchair above the water line and emitting frantic yelps into the microphones. Although "Ocean" isn't seen, he certainly is heard in the scenes, his barks sounding strangely like the gruff commands of a boat's mates.

Harry Pollard directed the picture with Dorothy Jordan playing opposite Montgomery and the cast, including Ernest Torrence, Herbert Bosworth, Cliff Edwards, Gavin Gordon, Joan Marsh, Edward Nugent, E. Allen Warren, George Irving, Hedda Hopper and William Worthington.

CENTRAL THEATRE.

"ALOHA"

Love, tormented, crucified and found pure and enduring is exemplified in "Aloha," the decidedly worthwhile Tiffany production that was shown yesterday at the Central Theatre, where it remains until Saturday.

The story starts glamorously in the tropics with a love that is as powerful as only a suppressed passion can be. Jimmy Bradford, played sympathetically by Ben Lyon, has been "on this lonely tropical isle for a year and withstood its temptations—even those offered by Ilanu, an exquisite child, half-native and half-white, played adorably by Raquel Torres.

Ilanu, with a natural, primitive innocence, throws herself at Jimmy, but he firmly puts her out of his thoughts for Elaine, his sweetheart from childhood who is waiting in San Francisco for his return. But one night the barrier is broken down and Jimmy acknowledges his love for Ilanu.

Taking home his bride—introducing her to his domineering tyrant of a father—to his snobbish, catty sister—to his jilted sweetheart is an ordeal under which both suffer, each in a different way.

San Francisco is the locale for most of the action. The story, which is by Thomas H. Ince and J. G. Hawks, starts and ends on a tropical island and a palatial yacht in the background for some very dramatic incidents.

Albert Rogell, in directing "Aloha," kept in mind the spectacular, both in settings and in characterization and drama, and made a picture that is intriguing in every scene. The dialogue is excellently recorded by Western Electric.

Ben Lyon and Raquel Torres, as said before, are excellently cast and give perfect performances. Thelma Todd is admirable in the rôle of the contemptible sister and Marian Douglas is beautiful and appealing as the sweetheart. A great old tyrant is Robert Edson as the father. A child rôle is made adorable by beautiful Dickie Moore, and others contributing with excellence are Alan Hale, Olie Harlan, T. Roy Barnes, Robert Ellis, Donald Reed, Al St. John, Rita Bay, Addie McPhail and Marjorie Harris.

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Special Matinee at 5.15 on Saturday and Sunday

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way qualified for the job, so there must be something behind it.

Added Attraction: "Happy Birthday" & Fox News

COMMENCING SEPTEMBER 18TH

M. G. M. picture "PAGAN"

SATURATED CORES.

(Continued from Page 2.)

When a steady current flows through the windings of an iron-cored choke or transformer, as is usually the case when these components are directly in circuit with the plate of a valve, the efficiency of the choke or transformer falls off very rapidly. The object of the iron core is to increase the lines of magnetic force created by the current passing through the coil. But there is a limit to this action: If the steady current is sufficient in itself to magnetise the core almost to its limit, it is obvious that the superposed voice currents can have little further effect on the magnetic field. In the case of a choke coil, this means that it can no longer effectively block the passage of low-frequency currents, whilst in the case of a transformer the step-up or transfer effect from primary to secondary is greatly reduced.

DOUBLE HUMPS.

A double hump in the tuning of a circuit having a ganged condenser is usually a sign that the circuits are not accurately in tune.

The hump may be much more pronounced at the higher wavelength end of the scale, or there may be other peculiarities. In tuning, the hump is easily noticed, for you naturally tune to one of the humps instead of to the trough between them.

If a milliammeter is connected in the anode circuit of the detector the rise and fall of the needle may be watched as the tuning condenser is turned, and it is possible much more accurately to adjust the circuits when a meter is connected.

If it is found that the circuit tunes accurately enough over part of the range and then starts to tune broadly and finally to double-hump over the rest of the range, then it is possible that the inductances of the coils do not match as they should. It is of no use adjusting tuning condensers in order to try and compensate for poorly matched coils. The coils themselves must be adjusted first and then the capacities.

OVERLOADING THE
DETECTOR.

Overloading of the detector valve in simple sets is much more common than is suspected and often much better quality is to be obtained by reducing the input.

A simple method is to connect a pre-set condenser in the aerial circuit and to set it at such a value that the volume is no greater than required.

In battery sets we have to reckon with the falling voltage of the high tension. The quality is naturally poor enough when the voltage falls appreciably, but would not be quite so bad were the input to the detector reduced.

With a pre-set condenser the strength can easily be adjusted and the best input can be obtained. The sharpness of tuning varies, of course, as the pre-set condenser is adjusted, but this does not matter.

It is the change in the strength that is important. In many instances the grid bias is not altered when the voltage of the high tension has fallen. Some slight change may be tried with advantage.

CONTROLLING THE H.F.

Out of all the methods available for controlling the amount of the high-frequency magnification provided by the set there is none satisfactory in all respects. Many people use a potentiometer in the screen circuit of the screen-grid valves.

It is found that as the voltage applied to the screens is reduced from the normal working value the amount of the amplification falls off. The reduction is due entirely to changes in the characteristics of the valves. Thus the slope falls off and the impedance increases. Both of these factors result in a reduction in the amplification obtained. With a good potentiometer, having a voltage across it of, say, 50, the control can be made gradual and is effective over a wide range.

But there is an effect which ought not to be lost sight of, namely, that distortion may be introduced by reducing the length of the working part of the characteristic. As the voltage applied to the screen is reduced so the length of the working part is made smaller. The result is that really strong signals such as we obtain from local stations are likely to be distorted and in practice it is often found that this form of control falls in this respect.

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NEXT CHANGE

HAY!

Robert
MONTGOMERYSHIP-
MATES

A Metro-Goldwyn-Mayer picture



A Metro-Goldwyn-Mayer picture

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BANDITS TAKE MONEY FROM FOUR HOTELS.

GUEST SHOT.

Paris, August 20.—Hold-ups in hotels, terrorism of bathers, and the shooting of one man were features of a sudden descent by Corsican robbers on a fashionable resort.

The bandit Caviglio, who has kept the maquis (the wild scrub of the country) for years, leaving his fair only to rob, set out on an expedition with his two nephews, armed to the teeth, to the thermal

LAMBERTS AUCTIONS

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THE Undersigned have received Instructions

To Sell, at

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ON THURSDAY, SEPT. 17,

Commencing at 9.30 A.M.

AT KOWLOON NAVAL DEPOT

OLD AND SURPLUS

VICTUALLING STORES

Comprising—

Clothing, including Blankets, Socks, Duck, etc., etc., Remnants, Electro-plate, Cutlery and Table Linen.

On View From WEDNESDAY, the 16th SEPTEMBER, 1931.

TERMS OF SALE:—As detailed in Catalogue.

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Comprising—

Teak Hatstand, Glass Cabinet, Chesterfield Couch, Armchairs, Teak Extension Dining Table, Teak Sideboard, Teak Glass Shelves Silver Cabinet, Crockery, Glass Ware, Brass Ware, Ornaments, Pictures, Table Fans, Carpet, Rugs, Curtains, etc.

Brass Mount Iron Bed, Teak Wardrobe with Bevelled Mirror, Teak Dressing Table, Folding Screen, Table Lamp, Silk Shade, Table, Cupboard, etc., etc.

Also

One White Frost Refrigerator Hanging Baskets of Maiden Hair Ferns and Natrix Palms

and

A QUANTITY OF BLACKWOOD WARE.

On View From SATURDAY, the 19th SEPTEMBER, 1931.

CATALOGUES will be issued.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

station of Guagno, 18 miles from Ajaccio.

They arrived at the principal hotel, and after summoning the manager to hand over all his money within a quarter of an hour, they locked the guests in their rooms and barricaded the main doors.

A guest who opened a window to see what was going on paid for his curiosity with his life, one of the bandits shooting him dead.

In three other hotels they collected all the available cash. Delighted, the three men let off a fusillade to express their joy, and then amused themselves by commanding a group of sun-bathers to "empty their pockets."

They returned safely to the maquis, where the gendarmerie are now looking for them.

ROUND-TABLE
CONFERENCE.GANDHI EXPLAINS HIS
POSITION.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 13.

Mr. Gandhi, in addressing the Federal Structure Committee of the Round Table Conference to-day, declared his paramount desire to be a free and equal partner of Great Britain and India. He said he had come to London in a spirit of co-operation, to try his utmost to find points of agreement.

He was, but a humble agent of the Indian National Congress, the oldest political organisation in India, the idea of which originated with an Englishman, Allan Hume. From the beginning, all efforts had been represented in the Congress, and from the first it had recognised that until the curse of "untouchability" had been removed and community of interests achieved between Hindus and Moslems, full freedom could not exist.

Mr. Gandhi read the resolution passed by the Congress in Karachi, favouring complete independence subject to such adjustments as might be necessary in the interests of India, and said he had liberty to accept such adjustments as were clearly necessary in Indian interests, but these must be consistent with the fundamentals set forth in his manifesto.

If India asked for independence, it was not out of an arrogant desire for separation. Congress intended a partnership such as should exist between two absolute people—an indissoluble partnership imposed by one nation upon another.

Right to Dissolve Partnership. Congress claimed that either party should have the right to dissolve the partnership. It must therefore be of mutual benefit.

Such a partnership between a nation famed for having fought slavery and protected the weak and a nation with a history representing two great cultures, Hindu and Moslem, had untold possibilities. If such a partnership were possible, it must be in the interests of both countries. The British people would never wish India to bear more than her fair burden, and India would never repudiate a single claim she should justly discharge. He desired nothing more than to see an honourable and equal partnership between Great Britain and India.

Finally, Mahatma, who also spoke for the first time, endorsed Gandhi's remarks. The Mohammedan representative, Sir M. Shafi, later cordially welcomed Gandhi's presence and promised to co-operate in what he described as a happy augury. They hoped and believed his presence would lead to that communal settlement, honourable to all parties, which was absolutely essential not only for the success of the Conference, but for the future of India.

Sir Samuel Hoare and Lord Reading welcomed the expression of views even when controversial, but thought it would be advisable not to reply to them at present but to start to work out the details of an All Indian Federation within the British Empire, which constituted their terms of reference. The rest of the day was devoted mainly to an official discussion upon the question of direct and of indirect election to the Legislature.

The general view from the British-Indian side was that representation in the Upper House should be by nomination by the states' Governments, but that in the case of the Lower House the princes should accept a scheme of popular representation by indirect election on lines similar to that of British-Indian representation.

The Maharajah of Bikanir said the question of representation was a matter for the decision of each individual State. Sir M. Shafi emphasised that any opinions he expressed were subject to the decisions of the Minorities Sub-Committee on certain important communal questions and to the claim of the Moslems for 20.1/3 per cent. representation in the Central Legislature of India as a whole.

HOME CRICKET.

SIR JULIAN CAHN'S XI. AND
VISITORS DRAW.

London, July 15.

The match at Nottingham between Sir Julian Cahn's XI. and the New Zealanders ended in a draw.

New Zealand batted first and made 106, to which Sir Julian's eleven replied with 119 for a declared. Cahn making 101 not out. After the visitors had collected 129 for 2, stumps were drawn.

BELIZE HARBOUR
DISASTER.

AMERICAN CONSUL DIES.

[THROUGH REUTER'S AGENCY.]

TEGUCIGALPA, Honduras,

Sept. 15.

It is reported that a hundred deaths occurred, including the crew and thirty British negroes aboard a consigned ship, when the vessel and five Honduran schooners sank in Belize Harbour during the hurricane.

Mr. Taggart, the American Consul at Belize, has died as a result of exposure during the hurricane.

CONSTITUTIONAL CHANGE
IN S. AFRICA.ABOLITION OF THE
COUNCILS.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, Sept. 15.

The Government has decided to abolish the Provincial Councils. This is the most important constitutional change which has occurred in South Africa since the establishment of the Union.

The chief reason is the inability of the Councils to balance their budgets.

MORE BUDGET DEFICITS.

HOLLAND TO CUT EXPENDITURE.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Sept. 15.

Introducing the Budget in the Chamber this afternoon, the Finance Minister estimated that the deficit would amount to seventy-five million guilders in the event of expenditure continuing on the present basis.

The Government planned, however, to reduce this to Gldrs. 20,500,000 by drastic economies.

ANOTHER ATTEMPT TO
BREAK SPEED RECORD.

MAY BE MADE TO-DAY.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 15.

The British Schneider Team is actively preparing for another attack upon the international three-kilometre record.

A specially-tuned Rolls-Royce engine will shortly be installed in the Vickers Supermarine used on Sunday and in the meantime tests are being made with a new type of propeller.

It is probable that Flight Lieutenant Stainforth will make the new attempt on Thursday, or as soon after as the weather is suitable.

NEW SEAPLANE FOR
CHINA.MACHINE TO FLY TO EAST
FROM GERMANY.

Berlin, September 10.—Preparations have been completed for the departure to-morrow to China of a Junkers seaplane, type F13, which will be piloted during the long journey by Captain Betram of the Chinese Air Service, with Herr K. Schomser as second pilot and Herr P. Kluusmann as mechanic.

The seaplane will start from Lake Templin, near Berlin, the aerodrome of the capital and, following the Elbe River, will strike the Danube from where it will continue along the usual air-route to the Near East. At Rangoon, the plane will take aboard the Chief of the Chinese Air Service and then visit Chinese settlements at Sumatra and Java, flying eventually from Soerabaya direct to Nanking.

AL CAPONE NOT TO
STAND TRIAL.JURY UNABLE TO FIND ANY
THING IN 5,000 CASES.

Chicago, Sept. 10.—"Scarface" Al Capone, who has won for himself the title of America's bootleg czar, will not, after all, stand his trial next month.

There were 5,000 charges against him of violating the Prohibition Law, but the Federal Grand Jury, which was instructed to review the Government's evidence, to-day told the judge that it had nothing to report. The jury was, therefore, dismissed.

It is estimated that the proceedings which have been taken by the United States Government at different periods during the past three years to convict Al Capone and to lodge him in the penitentiary have cost the country over \$900,000.

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Stock quotations.

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme.

1 p.m.—Local time and weather report.

1.30 p.m.—Rugby mid-day Press news, local forecast, etc.

3 p.m.—Close down.

6 to 8 p.m.—European programme of Victor records supplied by Messrs. Teag Fock Piano Co.

6 to 6.31 p.m.—Band Selections.

"Washington Post March" (Souza).

"El Capitan March" (Souza).—Souza's Band.—20191.

"Yale Medley No. 1" (Friedman and Porter).—Yale University Band.—20008.

"Yale Medley No. 2" (arr. C. E. Smith).

"Bright College Years" (Durand-Wilhelm).—Yale University Band.—20000.

6.31 to 6.39 p.m.—Organ Solo.

"Three Norwegian Melodies" (Munson).

"The Herd Girl's Sunday" (Bull-Munson).—Lawrence J. Munson.—33835. (This record is by special request.)

"Liebestraum" (Liszt).

"Pilgrims Song of Hope" (Batisto).—Henry, Gordon, and Thunder.—35832.

7 p.m.—Stock quotations, mail notices, etc.

6.39 to 7.10 p.m.—Variety.

Song—"Bonsor".

Song—"Mama Inez"—Maurice Chevalier (Baritone).—22731.

Piano Accordion Solo—"Sharpshooters March".

Piano Accordion Solo—"Beautiful Days Waltz"—Mario Perry.—20290.

Chorus—"You Gonna Reap Just What You Sow" (Negro Spiritual).—20310.

Chorus—"Everybody Got to Walk This Lonesome Valley" (Negro Spiritual).—Face Jubilee Singers.—20310.

Orchestral—"Idolizing".

Orchestral—"Hush-a-bye"—Jean Goldkette and his Orchestra.—20370.

7.10 to 7.41 p.m.—A Concert.

Song—"A Maori Slumber Song" (Princess To Rangai Pal).

Song—"Waiana Maori" (Alfred Hill).—Frances Alda (Soprano).—1330.

Violin Solo—"Under the Leaves" (Thome).—Renee Chemet.

Violin Solo—"By the Waters of Minnetonka" (Lienance).—Renee Chemet.—1238.

Song—"I'll Take You Home Again, Kathleen" (Westendorf).

Song—"In the Gloaming" (Orred-Harrison).—Clarence Whitehill (Baritone).—1275.

Flute Solo—"Wind Amongst the Trees" (Briccialdi).—Clement Barone.

Inst. Trio—"At the Brook" (Boisdedeffre).—Venetian Trio.—20344.

7.41 to 8 p.m.—Vocal Gems.

"Sunny" (Hansbach and Kern).

"Cocoanuts" (Berlin).—Victor Light Opera Company.—35769.

"Robin Hood" (Smith-de Koven).—Victor Light Opera Company.—35784.

8 p.m.—Local time and weather report.

8.03 to 10.30 p.m.—Chinese studio concert.

10.30 p.m.—Rugby mid-day Press news.

10.33 p.m.—Close down.

DEFENCE OR BONUSES
FOR VETERANS.U.S. HAS NOT ENOUGH
MONEY FOR BOTH
PURPOSES.

Washington, Sept. 10.—Senator David Reed, Republican of Pennsylvania, to-day warned the war veterans of the United States that they must choose between obtaining full payment of their war time adjusted compensation certificates or bonuses and the lessening of the national defence.

America does not have enough money to pay the war veterans their bonuses in full and still maintain the necessary standard of national defence, Senator Reed said.

The war veterans at present are waging an energetic campaign for full payment of their bonus certificates. They are now able to cash their certificates for fifty per cent. of their face value.

"If we meet the demands of the veterans we shall have to reduce our appropriations for national defence," said Senator Reed. "There is not money enough for both."

ZULUS SPOILING FOR
A FIGHT.WARRIORS SHARPEN THEIR
ASSEGAI.

Johannesburg, August 24.—Zululand is filled with the wildest stories of tribal unrest, but while no definite news is available it is credibly reported there has been more fighting between inter-tribal imps.

The trouble is regarded gravely in official circles, and it is declared that the young warriors' thirst for battle is to-day almost as strong as in Cetewayo's days.

Throughout Eastern Natal and Zululand there is not a single location where there is no threat of trouble.

Youths who have returned workless from the towns owing to depression have been egged on with thoughts of fighting. In this propaganda the womenfolk have helped. Old grievances are being dug up and shouted from hill-top to hill-top till the youths are ready for any mischief.

Many of the returning natives bring old bolts and bits of iron, with which they are busy forging assegais, and now thousands are well armed.

It is feared that if widespread trouble should break out the vicious imps will clash with Europeans, and the mobile police squadrons are being reinforced. On Saturday night two rival imps faced each other ready for attack, but dispersed hurriedly on the approach of the police.

FLOOD LIGHTING OF
LONDON.NEW SCHEME FOR MORE
BRILLIANT DISPLAY.

The flood lighting of London in connection with the International Illumination Congress, which opens on September 1, is to be extended until September 30, and the lighting will be much more powerful than that during the experimental illumination on July 31.

The following places will receive special treatment: Buckingham Palace, the Houses of Parliament (including the tower of "Big Ben"), Westminster Abbey, Admiralty Arch, Nelson's Column, the County Hall, City church spires, the Victoria Memorial, St. James' Park lake and flower-beds, Westminster Cathedral, the Horse Guards Parade, the National Gallery, the Tate Gallery, Thames House, Somerset House, and Tower Bridge.

Illumination will begin at nine p.m. on the earlier days, and after September 16 at 8.30 p.m. It will last until midnight.

On September 2 there will be a special exhibition of aerodrome and aircraft lighting at Croydon.

The principal buildings in many towns will also be flood-lighted. The castles of Edinburgh, Scarborough, Dover and Rochester, the cathedrals of Durham, Newcastle and Ripon, as well as Hexham Abbey, are to be treated in this way.

AEROPLANE CRASHES ON
SCHOOL ROOF.

Kobe, Sept. 11.—An aeroplane, which two aviators were using for the distribution of advertisement cards, struck the roof of a school building to-day when a landing was being attempted, and crashed. Both occupants of the plane were killed instantly.

NOBEL PEACE PRIZE.

MR. MACDONALD THE
FAVOURITE CANDIDATE.

Oslø, Sept. 10.—President Hoover, Mr. MacDonald and Mr. Gandhi are the three most favoured candidates for this year's Nobel Peace Prize, according to a report published by the newspaper "Tidningen." Of the three, however, the British Prime Minister is believed to have the best prospects of the prize which is awarded by a commission chosen by the Norwegian parliament.

RACEHORSE TRAINING AND
HEALTH.

DOCTOR'S DISCLOSURE.

Dr. Critchley, Acting County Medical Officer of Health for West Suffolk, states in a report that in the Newmarket district the training and breeding of racehorses is the only industry which seems to have any particular unfavourable influence upon the public health.

"A man occupied in this trade," he writes, "appears to be very prone to pulmonary tuberculosis, probably on account of the perpetual under feeding and intensive training necessary to keep his weight under a certain limit. As a result, the death rate from tuberculosis is higher in Newmarket than in West Suffolk as a whole."

THE RESIGNATION OF
MR. EGI.RAILWAY MINISTER LEFT
CABINET TO END
FRICTION.

Tokyo, Sept. 11.—Although his continued illness was advanced as the reason for his resignation as the Minister of Railways it became apparent to-day that Mr. Tasuku Egi left the Minseitō Party Cabinet of Baron Reijiro Wakatsuki to help and the friction arising over the proposal to abolish the Department of Overseas Affairs.

This theory is supported by the fact that Mr. Shujiro Hara, the former Minister of Overseas Affairs, has been made Minister of Railways. The portfolio of the Minister of Overseas Affairs is being held by Baron Wakatsuki in addition to his duties as Premier.

There were indications that a Cabinet crisis was impending because of the discussion over the Overseas Affairs Department, and Mr. Egi is believed to have stepped out at a strategic moment. Mr. Egi was the sponsor of the movement to abolish the Department of Overseas Affairs. It is considered likely that Mr. Hara, although he is now the Minister of Railways, will continue to oppose the proposal to abolish the Department of Overseas Affairs.

NAVAL CADETS FROM
ARGENTINE.ENTERTAINED ON ARRIVAL AT
PORTSMOUTH.

London, Sept. 10.—The Argentine training ship, arrived at Portsmouth to-day on a courtesy visit.

To-morrow the young naval cadets will be shown over Nelson's flagship, the Victory, and they will be given opportunities of seeing the work carried on in the dockyard. In the evening the officers will be entertained to dinner at Admiralty House.

RASPUTIN REDIVIVOUS.

MYSTERIOUS MONK IN
POLAND.

Warsaw, Sept. 10.—A man claiming to be the Monk Rasputin has been arrested in Ninowice, in Eastern Poland. The self-styled monk had travelled from village to village, declaring that he had been resurrected after his assassination by Russian nobles before the Russian revolution and prophesying the resurrection of the Czarist Empire as well. He is reported to have had a large following which made an attempt to offer resistance to the police at the time of his arrest. So far the authorities have been unable to identify the mysterious prophet.

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Time: From 10 a.m. to 7 p.m. Daily.

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YANGTZE RISES AGAIN.

DISTRESS IN COUNTRY DISTRICTS.

GHASTLY CONDITIONS ON THE HAN RIVER.

Hankow, Sept. 16.—A new freshet in the Han River to-day caused the Yangtze River to rise again.

The rise so far has amounted to two inches and that fact that the steady decline of the water has been checked is retarding rehabilitation schemes.

Urgent relief is needed at Hankow and an expedition has been despatched to that point.

The National Flood Relief Commission officials here to-day were discussing the disposal of the relief gift of \$3,000,000 from the American Red Cross. It has been proposed that with the funds, which are in the hands of the American Consul General here, there be organized a society for the relief of destitute women and children.

As the floods in the Yangtze Valley continue their work of devastation in 48 districts in Hupoh Province the gigantic relief campaign launched by the National Flood Relief Commission is encountering almost insurmountable difficulties. As far as the Wuhan cities are concerned the immediate danger to the lives of the populace has passed but in the outlying districts hundreds of thousands of farming people, whose homes and other possessions have been mercilessly washed away, are facing the fate of being starved to death.

Among the 48 inundated districts of Hupoh the districts of Sinti, Yumeng, Mienyang and Fankow, each with a population of about 400,000, are reported to be suffering the most. The floods have ruined entire villages and they have destroyed thousands of square miles of rice fields. In Sinti, which is on the bank of the upper Yangtze, 240 square miles fertile land are under water and 10,000 houses completely demolished.

80,000 on Dyke.

The Sinti dyke, about 35 miles long extending from Lo-shan to Hwang Feng Shan, which is probably the only principal embankment in the Yangtze Valley that has not yet crumbled before the devastating flood waters, is providing refuge for over 80,000 men, women and children. Food supply has been completely cut off and according to relief workers who have made a survey of the conditions there, the place presents a scene of desolation and agonies as starvation is about to set in.

Headed by Mr. Yang Tse-kung, famine relief expert in Manchuria, an expedition is proceeding to the stricken district. They are taking with them 500 piculs of rice and 5,000 bags of flour, but this will not be sufficient and much more food supplies must be rushed there if starvation is to be staved off.

The campaign in Sinti marks the first step taken by the National Flood Relief Commission toward extending their activities to flood districts outside the Wuhan cities. After the Sinti work, the expedition will proceed to Fankow where conditions are reported to be also serious.

In Mienyang district all farmers have lost their homes. Many children have been separated from their parents. Numerous babies, according to eyewitnesses, have been abandoned and are left on roof tops or tree tops to die of hunger and exposure. Similar conditions are believed to be existing in other of the stricken villages.

Evacuation of Refugees.

In Wuhan conditions still demand that as many refugees as possible should be transported to other ports. The shipping firms have agreed to allow their steamers to carry them at half rates and the next 15 days should see the evacuation of at least 3,000 people. The shipping companies, both foreign and Chinese, have agreed after several days of negotiations to transport the refugees at \$3 per head. They will be treated as ordinary passengers and will be given food on board. The Relief Commission agree to pay \$0.80 per head for food for the voyage from Hankow to Shanghai or at the rate of \$0.10 per meal for shorter voyages.

The agreement also stipulates that no steamer will be called upon to carry more than 100 passengers on any one trip and that the Commission must undertake to ensure that all passengers are healthy and free from contagious or other diseases.

In addition to the floods and Communist menaces, the Hupoh provincial authorities are also worrying over the financial ruin caused by the catastrophe. The provincial treasury is empty as practically no revenue has been collected in the districts affected by the floods during the past month. The Administration is unable to meet its obligations and its

(Continued on next Column)

MANCHURIAN BANK HELD UP.

According to the Canton Gazette a party of seven or eight bandits attacked the branch of the Cheung Bank at Kungchuling on September 6 and made away with 20,000 gold yen and 30,000 silver yen. Gathering all available forces, the local police authorities are tracking down the marauders.

PRO-CHIANG NEWSPAPERS SEIZED.

The Canton Gazette states that over a thousand copies of Nanking and Shanghai newspapers with editorial comments unfavourable to the Southern Government were destroyed in Canton during the week-end following seizure at the Post Office by order of the Government.

MISS NICHOLS READY TO TAKE OFF.

AMERICAN FLIER AWAITING BETTER WEATHER FOR OCEAN HOP.

New York, Sept. 16.—Miss Ruth Nichols, the American aviatrix, announced to-day that within a few days and as soon as weather conditions permit she will take off on an attempt to make a lone nonstop flight across the Atlantic ocean to Paris.

Miss Nichols said her plane is ready for the venture and that she has recovered completely from the injuries she suffered when she had an accident several weeks ago when landing at St. John's, Newfoundland. When she overhauled the St. John's field Miss Nichols had completed a flight from New York and if it had not been for the accident she would have proceeded to Harbour Grace at that time to take off for Paris.

On her attempt to fly the Atlantic Miss Nichols will use a streamlined Lockheed-Vega monoplane. Mr. Clarence Chamberlain, the first aviator to make a nonstop flight between the United States and Germany, has been coaching Miss Nichols in preparation for her impending flight.

employees have not received even their July salaries.

Since the abolition of the Jikin, the province has been suffering a deficit every month. Heavy military expenses had to be met and the provincial treasury depended on the new business tax and all the farm taxes for securing the major part of the required funds. These revenues are no longer forthcoming on account of the floods and the province is now on the rocks financially.

AMY JOHNSON'S NEXT FLIGHT.

ANXIOUS TO MAKE ATTEMPT ON ATLANTIC. LAST STAGE ON TRIP FROM TOKYO.

Berlin, September 8.—Bad luck continues to dog Miss Amy Johnson and her mechanic, Mr. J. Humphreys, on their return flight from Japan, to which country they flew from England in the record time of ten days.

This afternoon the fliers made an unexpected landing at the Tempelhof aerodrome here owing to a shortage of petrol and heavy winds, which prevented them from reaching Hanover as they had planned. Miss Johnson intends to spend the night in Berlin, leaving to-morrow for Lymington in Kent, where she will re-fuel before flying to Crofton.

Interviewed by Reuter to-day, "Amy" said: "I never experienced such bad weather as on this flight, encountering all the way back rain, fog and gales, but I am nevertheless pleased with the trip and the people I have met."

The first thing Miss Johnson will do when she gets back to England will be to have a long sleep after her hazardous journey. Afterwards she intends to give lectures on her flights to Australia and Japan. She is anxious to fly across the Atlantic, if anyone is willing to finance her.

Within Ace of New Record. Miss Johnson arrived in Tokyo on August 6 and received a rousing welcome. After a round of entertainments in her honour, she and her companion left Tokyo on their return flight to England on August 24. The flight was expected to achieve a new record of nine days, but a series of unforeseen circumstances intervened. Despite unfavourable weather, the fliers managed to reach Veli Veli, a station near the Russo-Latvian border, 370 miles east of Koenigsberg, on September 5, eight days after leaving Japan.

From Veli Veli their real troubles began. The fliers, ran short of petrol over Latvian territory and had to make a forced landing at Aizpute. There they managed to obtain only ten gallons of petrol, but they were able to fly to Liepaja, where they spent Sunday night.

From Liepaja they flew to Koenigsberg, whence they left this morning for Hanover, but a shortage of petrol and high winds compelled them to change their course. So here they find themselves in Berlin. If they fly to London to-morrow, as they intend, they will have taken over eleven days for the return flight as compared with ten days on their outward trip to Japan.



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WUCHOW MUNICIPAL BANK.

GOVERNMENT AND MERCHANTS TO SUBSCRIBE CAPITAL.

The proposal of the municipal government of Wuchow to establish a municipal bank, says the Canton Gazette, has met with the unanimous approval of the public of that city.

The commission in charge of the planning of the bank has called a meeting of representatives of the various mercantile guilds and other public organisations in which their co-operation was sought for the realisation of the government's scheme.

It was decided that the bank should be known as the Co-operative Bank of Wuchow, and that the capital should be subscribed by both the government and the merchants.

It is understood that the scheme has the support of most of the mercantile bodies and the bank is expected to be formally opened at an early date.

OFFICIAL SLIPS TO DEATH.

SIR STEUART PEARLS FALLS OVER PRECIPICE.

Sims, Sept. 16.—A slip of the foot while out for an evening stroll, yesterday led to the death of Sir Steuart Pears, the Chief Commissioner of the North West Frontier Province.

The accident happened before the horrified eyes of his wife. Both were walking along a hill path near Nathia Gali, the summer headquarters of the Government of the frontier province. While negotiating a narrow section of the track Sir Steuart stumbled. He lost his balance and fell over a precipice a distance of some 500 feet.

Great difficulty was experienced in recovering the body. When it was found the neck was broken.

Sir Steuart Pears, who was 56 years of age, had over 33 years service in the Indian Civil Service. He first served in the Punjab and was then transferred to the Political Agent, North Waziristan, in 1904 and subsequently held other posts in Mysore before being appointed to the Chief Commissionership of the N.W. Province.



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UNPRECEDENTED IN BRITISH NAVAL HISTORY.

ATLANTIC FLEET UNREST.

DUE TO REDUCED RATES IN NAVAL PAY.

SHIPS INVOLVED ORDERED TO HOME PORTS.

[THROUGH REUTERS AGENCY.]

London, September 15.

A statement issued by the Admiralty declared that "the Senior Officer of the Atlantic Fleet has reported that the promulgation of reduced rates in Naval pay has led to 'unrest' among a proportion of the lower ratings."

In consequence of this the officer deemed it desirable to suspend the programme of exercises of the Fleet and recall ships to harbour while investigations were made into the representations of hardship occasioned by certain cuts in pay in order that these may be reported for the consideration of the Board of Admiralty."

Details of reductions in pay, which led to "unrest" in the Atlantic Fleet, were given in Admiralty Fleet Orders issued on Saturday and were to operate from October 1.

RATINGS REFUSE DUTY.

LONDON, September 15.

Reports from Invergordon show that the greatest grievance is in connection with the cut in the separation allowances. It is alleged the result is that an able seaman's wife will get 13/- instead of 26/- weekly.

The "Evening News" says protests against the cuts were made at the sailors' meetings at Invergordon and that ratings refused duty yesterday after the usual morning task of cleaning the ship. Instead of obeying the signal to weigh anchor, they gave three cheers for the King and sat astride the anchor cables. This happened in all ships. The men then settled down to entertainments. This conduct was repeated to-day, meanwhile, stokers ceased raising steam and all work was suspended pending the Admiralty's decision, which is expected later to-day.

In the House of Commons Sir Austen Chamberlain stated that the Atlantic Fleet ships had been ordered to proceed to their home ports at once where the Commander-in-Chief and Admiralty representatives will investigate the classes of cases which are alleged to be involving the hardship.

The Government has authorized the Admiralty to propose alleviatory measures.

QUESTIONS IN COMMONS.

Sir Austen Chamberlain's Naval announcement was greeted by prolonged Labour cheers, and Ministerialist taunts. At the conclusion of his reply he was subjected to a volley of questions into which Mr. MacDonald was drawn.

Sir Austen declined to accept the suggestion that the men were not able to represent their own cases adequately and he thought Parliamentary authorisation was unnecessary in regard to any adjustments which might be desirable.

The ex-First Lord, Mr. Alexander, in an enquiry from Mr. MacDonald if revision would now happen over all cuts, evoked the reply that the general rule applied in black cuts by all departments, and it had been that the burden of adjusting such savings was a matter for the department's own internal arrangement. The Speaker refused an application to adjourn the House to discuss the abandonment of Fleet exercises.

Further Labour attempts to keep the discussion going failed.

GOOD-HUMOURED PROTEST.

LONDON, Sept. 16.

The officer who arrived from Invergordon when interviewed by Reuters representative said: "The situation is not serious, but it is unprecedented as occurring in the British Navy."

The proposed cuts are heavier than for any other of the Services or the Civil Service, amounting in many cases to twenty-five per cent, while no other class is asked to accept cuts of more than fifteen per cent.

"All the men are making the protest in a good-humoured way, which is typical of the Navy, and such action, though unprecedented, is the only way the men can express their feelings."

"Between the officers and men feeling is very good. Meanwhile, discipline is being maintained."

ADMIRALTY CONFERENCE.

LATER.

There have been rapid developments to-day in the situation created by the promulgation of reduced rates in Naval pay.

A conference was held at the Admiralty this morning between the First Lord, Sir Austen Chamberlain, and Rear-Admiral Colvin (H.M.S. Nelson), Chief of Staff Tomkinson (who is remaining at Invergordon), Sir Charles Madden, First Sea Lord, and other members of the Board.

Rear-Admiral Colvin explained the precise position at Invergordon and a statement may be issued later.

Reports from Invergordon state that all ships are lying at their customary anchorages and moorings in the Cromarty Firth. Drills and duties comprising the daily programme of ships in harbour are being carried out as usual, as is also the routine of shore duties, such as the collection of mails and stores.

No libertymen (ratings who are granted shore leave), however, are allowed to leave the ship.

SIXTEEN SHIPS INVOLVED.

LATER.

The number of ships involved is sixteen, including H.M.S. Hood, the Flagship, the monster battleships, H.M.S. Nelson and Rodney.

The conditions at Chatham depot are normal, sailors are allowed the usual leave and there is no sign of dissatisfaction or trouble.

Newsagents with details regarding Invergordon are read most eagerly and the news is evidently causing considerable surprise among naval ratings.

Everything is normal at Portsmouth, where leave is also granted as usual, but there is considerable dissatisfaction among the lower ratings.

NINEPENCE TO A SHILLING A DAY.

The cuts for Naval ratings range from ninepence to a shilling a day.

The Atlantic Fleet is based on Portland, but contrary to the usual custom all ships of the Fleet, after Summer leave, at their home port, went to Scottish waters with Invergordon as their principal base, instead of reassembling at Portland.

(Continued on next Column.)

EARLY GENERAL ELECTION PROBABLE.

MR. SNOWDEN OPPOSED TO EMERGENCY TARIFF.

[REUTERS AND BRITISH WIRELESS.]

RUGBY, Sept. 16.

The Budget resolution increasing the Income Tax by sixpence to 8/- in the pound was adopted by the House of Commons last night without a division.

RUGBY, Sept. 16.

The discussion in the House of Commons to-day of the Budget resolutions was opened by Mr. William Graham, and important speeches followed from Mr. Winston Churchill and Sir John Simon.

Both Mr. Graham and Mr. Churchill dealt with the decline in world commodity prices and discussed the question of Britain's adverse trade balance in the light of a possible aggravation of the world depression by a further sterilisation of gold reserves.

Mr. Graham said that unless commodity prices could be raised all over the world, they must look forward to a winter in which, in the leading industrial countries of Europe and America, there would be not less than thirty million people dependent on public assistance and a situation might develop in Germany and other parts of Europe and even in the United States, which would make the maintenance of the present monetary system impossible.

Mr. Churchill who described the essence of the gold standard as the security for a stable return for the wages of labour, said the artificial and abnormal distribution of gold in the last few years had created a new position. What would happen, he asked, if the consequent fall of prices which had been going on for the last three years went on for the next five?

A Gold Conference.

"Unless all the countries of the world," he said, "can either utilise gold for the function it has hitherto discharged, or can devise some new index of exchange, the continued fall of prices, and the destruction of credit, will reduce civilisation in a short time to a breakdown and to lawless barbarism."

(Continued on next Column.)

At the offices of the Commander-in-Chief at Plymouth last night it was reported that there were no signs of any dissatisfaction among the personnel of the ships in port. Officers at Plymouth addressed the men explaining the position and the need for economy and the ratings, apparently, accepted the cuts without demur.

The Senior Officer is Rear-Admiral Wilfred Tomkinson who was posted Rear-Admiral Commanding the Battle Cruiser Squadron in April, 1929, when Sir Michael Hodgess, Commander-in-Chief of the Atlantic Fleet, went on sick leave.

Atlantic Fleet manoeuvres were arranged to begin on September 22 in the North Sea, and were to include demonstrations of the latest methods of naval warfare. H.M.S. Nelson, Rodney, Hood, Repulse and Warspite are among the units of the Fleet.

There is the greatest reticence in official quarters over the affair.

PROTEST MEETINGS.

It is reported from Invergordon that meetings protesting against cuts in pay were held on Sunday and Monday by hundreds of men on shore leave.

No men were allowed ashore yesterday.

It is stated that the men are awaiting the return of the Officer who flew to London yesterday with the news of the protests.

Three hundred and seventy-five seamen of the battleship Iron Duke at Rosyth are reported to have signed a petition against the cuts.

PREMIER'S TALK WITH MEN.

It is stated that when Mr. Ramsay MacDonald visited Portsmouth during the week-end to see the Schneider Race from the air, he was accompanied by the craft carrier Courageous, belonging to the Atlantic Fleet, he talked to the men of the lower decks in regard to the cuts and explained the financial position of the country, and asked them to pass on the information to their shipmates. The men thanked him for his friendly talk.

"I hope the Government will, without a moment's delay, convene the most powerful conference which it is possible to bring together to open up a grand inquest into the laws of the abstraction of gold and the consequent fall in prices."

On the subject of tariffs, Mr. William Graham said that if Britain adopted a tariff policy, other countries, by forcing up the barriers against British goods, would do more damage to her than she to them.

Tariff Demand.

LONDON, Sept. 15.

Mr. Winston Churchill when suggesting that an international conference be called to deal with the gold question, said that as an outcome some form of fiscal quietus might be administered to the payment of reparations and war debts.

Mr. Churchill concluded his speech with an appeal for a declaration by a majority of the House of Commons upon the principle of the immediate protection of industry and agriculture.

Inconsistency.

RUGBY, Sept. 15.

Sir Norman Angell accused Mr. Churchill of inconsistency in seeking a perpetuation of economic nationalism by tariffs, and at the same time advocating concerted international action to secure the stabilisation of gold.

A Threat.

Sir John Simon referred to the growing conviction that the balance of the budget was only a part of the problem.

The position of British currency in relation to external trade had to be faced because the increasing adverse balance of trade, unless it were checked, would constitute a threat to sterling more serious than a temporary budget deficit.

"The position is plainly this," said Sir John, "if the country puts itself in a position, for any length of time, in which it is unable to visible and invisible exports, added together, to settle the balance of trade, manifestly there would be on offer a larger amount of sterling representing our purchases than there would be of foreign currencies representing their dealings with us, and the inevitable consequences must be that sterling would be exposed to the same kind of strain from which the vigour and energy of the Government has just saved it."

After examining possible ways of dealing with the situation, Sir John said he was forced to the conclusion that an emergency tariff was the only remedy at hand. It was only a negative and a partial measure, but it was essential.

Mr. Snowden Says No.

LONDON, Sept. 15.

Mr. Philip Snowden, replying to the debate, said the discussion of the gold standard and the analysis of Britain's trade position had been barren of practical suggestions for remedies.

As for tariffs, if the purpose was to prevent imports so as to redress the trade balance, the tariff would have to be prohibitive.

There could be no such thing as an emergency tariff. Experience had shown that tariffs, once introduced, lasted for years.

He reminded the House that a restriction of imports would be a heavy blow to the already hard-hit shipping industry.

If there were an international conference on the gold question, the Government would be happy to participate.

General Election.

LONDON, Sept. 16.

An early general election is regarded as much more likely in view of Mr. Snowden's speech in the House of Commons yesterday evening, which it is generally felt displayed an attitude to tariffs which must tend, more and more, to force an early election of the tariff issue.

It is calculated that it should be possible for the Government to conclude its Parliamentary business in the week beginning September 28, or at the very latest, in the following week.

An election would, therefore, be possible early in November. The new register of electors comes into force on October 15.

TOKYO ROCKED BY EARTHQUAKE.

NO DAMAGE AS YET REPORTED.

[THROUGH REUTERS AGENCY.]

Tokyo, Sept. 16.

Tokyo and the surrounding districts were rocked by a severe earthquake at 9.45 p.m. So far no damage has been reported.

EXTENSION OF HOOVER PLAN?

WHITE HOUSE SAYS IT IS A "COMPLETE FABRICATION."

[REUTERS AMERICAN SERVICE.]

New York, Sept. 15.

The New York Evening Post says that the Advisory Council of the Federal Reserve Board has recommended immediately the readiness of the United States to extend the war debts moratorium to three years, on even five years.

It is learned that Mr. Andrew Mellon, the Secretary of the Treasury Department, favours the extension of the Hoover Moratorium Plan to a period of three years.

It is also understood that at a conference with bankers last night, President Hoover consulted them with regard to the necessity for extending credit for the benefit of domestic and foreign interests, and also regarding ways and means in which the enormous gold stocks of the United States may be employed without undue inflation.

Denial by Secretary.

The anxiety of the authorities to prevent premature reports of the extension of the Hoover Plan from being circulated, is shown by the fact that one of the President's secretaries, when questioned, declared that the Evening Post's report was a "complete fabrication." He added that the question of extending the moratorium had not been referred to any conference and that no such move is contemplated by the White House.

In spite of the denial, however, a good deal of truth is believed to underlie the report.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:

The anti-cyclone is now central to the north of Tokyo. A trough of low pressure extends from Coochin-China to Guam. A depression appears to be forming to the south-west of the Philippines.

Local Forecast:—E. winds, moderate; fine to cloudy.

PARKER CRAMER'S PLANE FOUND.

PICKED UP BY BRITISH TRAWLER.

[THROUGH REUTERS AGENCY.]

New York, Sept. 16.

The British trawler Lord Trent, while proceeding to White Sea, picked up airplane wreckage which has been identified as the Bellanca monoplane, in which Parker Cramer and his mechanic, Paquette, were flying to Europe via Greenland and disappeared.

LITTLE HOPE FOR ATLANTIC FLYERS.

FRUITLESS SEARCHES BY PLANES AND SHIPS.

[REUTERS AMERICAN SERVICE.]

New York, Sept. 15.

Although coastguard cutters and planes are still searching for Messrs. Willy Rody, Christian Johansen and Costa Vic, the Atlantic flyers, hope for their safety has practically been abandoned.

It is just possible that they have made a landing in some inaccessible part of the Canadian coast and are unable to communicate with the outside world.

THE LINDBERGHS' PLANS.

[THROUGH REUTERS AGENCY.]

Osaka, Sept. 16.

Weather permitting Col. and Mrs. Lindbergh will hop off to-morrow for Yulien, where they will stay overnight before flying direct to Nanking.

AFTERMATH OF FLOODS.

HANKOW A CITY OF STENCH AND MUD.

[THROUGH REUTERS AGENCY.]

Hankow, Sept. 16.

The watermark to-day dropped below 53ft but there is a rapid current swirling the water from the streets to the river.

The higher parts of the city are now only ankle deep, and most of the shops in the Native City have re-opened.

When the water recedes thick black slime covers everything and the stench is unbearable.

Yesterday the weather suddenly turned cold and the refugees in the exposed camps were shivering.

A committee has been formed to distribute padded clothes.

YANGTZE FLOOD.

AN APPEAL TO THE PUBLIC.

The Chairman of the Tung Wah Hospital has asked us to publish the following appeal:—

In view of the seriousness of the flood disaster in North China which has affected more than ten provinces, leaving the surviving millions in a most pitiful and wretchedly destitute state, this Hospital has appropriated a sum of \$30,000 from the surplus of the Flood Relief Fund for remittance to the affected areas for relief through channels which command the utmost confidence, and the present Directors have personally contributed what they could towards the Relief Fund that has been instituted. But as the disaster is so extensive and the disaster most serious, we are afraid that unless a very large sum of money is subscribed nothing much can be achieved. We therefore most earnestly appeal to the public to give what they can. Donations, which will be duly acknowledged, should be forwarded to this Hospital which will remit them to the affected areas without delay.

Directors of Tung Wah Hospital:—Ngan Shing Kwai, Chairman; W. N. Thomas, Tam, Principal Director; and Chan Lim Pak, Principal Director.

Advisory Board of Tung Wah Hospital:—Shou-son Chow, R. H. Kotewall, Tao Seen Wan, Robert Ho Tung, Li Yau Tsun, Wong Kwong Tin, Li Po Kwai, and Lo Cheung Shin.

CHINA'S CIVIL WAR.

FIRST HEAVY CLASH YESTERDAY.

[From Our Own Correspondent.]

Canton, Sept. 16.

The first heavy clash in the Canton-Nanking war occurred to-day in the vicinity of Hengchow in southern Hunan as the Southern forces advanced in an attempt to storm the city, according to a military communiqué from Hunan received here to-day. The Southern forces in their march north through Hunan met with practically no resistance until they approached Hengchow to-day. They captured Hengchow, Fengyang, Yungchow and other towns of little or no military importance in rapid succession. Apparently the Nanking authorities had decided to abandon everything south of Hengchow in an attempt to lure their enemy into a trap.

The advance troops of the Southern combination under Colonel Chen Teh Kiu are reported to have arrived on the outskirts of Hengchow and are engaging the enemy forces. Other detachments of the Canton Government are closely following up.

General Attack Ordered.

[CENTRAL PRESS.]

Canton, Sept. 16.

General Pei Chung Hsi, a Kwangsi leader, and General Tang Sheog Chi, a Canton commander, have ordered a general attack on Hengchow and have ordered the city to be taken within five days. If the Nanking troops, who are holding the city, surrender they will be forced to retire to Yochow, in north Hunan.

DISARMAMENT CONFERENCE.

MATSUDAIRA ORDERED TO RETURN TO JAPAN.

[THROUGH REUTERS AGENCY.]

Tokyo, Sept. 16.

Mr. Matsudaira has been ordered to return to Japan prior to heading the Japanese Delegation to the Disarmament Conference. He is expected to leave for Japan shortly, via Siberia.

Fine Generally, Wind S.E. Some showers later.

—THE OBSERVATORY.

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LAWN BOWLS.

SPEY ROYAL CUP GAME ON SUNDAY.

The Spey Royal Cup lawn bowls match between Club de Reccolo and Craighower, which was recently postponed owing to bad weather, has now been fixed to take place on the Kowloon C.C. ground next Sunday at 3.30 p.m. Teams are as follows:—

Club de Reccolo:—C. E. Marques, L. G. R. Souza, C. G. Silva and R. F. Luz (Skip).
Craighower:—G. L. Buchanan, B. Bass, E. J. Arculli and U. M. Omar (Skip).

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUE RESULTS.

[THROUGH REUTER'S AGENCY.]

London, September 15.
The following were the results of football matches played to-day:—
Division I.
Grimsby 2 Bolton 0
Division III. (North).
Rochdale 1 Stockport 0
Scottish League.
Rangers 4 Aberdeen 1

WHY A GIRL WON PROMOTION.

QUESTIONS SHE ANSWERED.

Three hundred and twenty-four women competed against 590 men at the recent Civil Service examination for 50 valuable executive positions, carrying salary prospects with bonus up to nearly \$1,000 a year.

A girl of 18 from East London College headed the list with 14 marks more than her nearest rival—a man.

Here are some of the questions which were set to the candidates:—
Describe the morphology of the tadpole at the stage when it most nearly resembles a fish. Indicate the essential points of similarity and of difference.

Discuss the phases of growth and the ultimate fate of a healthy plant in a pot of moist earth if it is placed under an air-tight bell jar and kept in a light place.

In what respects are the British Broadwing, Company advanced, and in what respects may it be suggested that it has injured the cause of music in this country?

Describe, with illustrations, the characteristic features of the lime-riek and account for its popularity.

Show how a mammal which you have studied (e.g., rabbit or rat) is adapted to its environment.

Explain any one case of simple Mendelian inheritance in plants.

Explain how your muscular and nervous systems will enable you to write the answers to this examination.

What period of chemical activity do you associate with the names of Priestley, Lavoisier, Davy, Scheele? Name some of the achievements for which each of these men is famous.

What is gas tar, and how is it obtained? Describe briefly how you would prepare from it specimens of benzene and phenol.

From what sources is acetic acid obtained and what are its more important practical applications?

You are given a small piece of iron and you are asked to investigate its magnetic properties. Describe your procedure.

Discuss the evidence in support of the statement that sound is propagated as a wave motion in matter.

Can you offer any explanation of the shifting of rubber production from Brazil to Malaya and the East Indies?

Try This One.

How exactly would you proceed in order to determine the average weight of rain water which falls on the Thames catchment area?

Discuss the geographical factors concerned in the evolution of any two of the following: Hamburg, Genoa, Singapore, Hankow, Chicago, Rosario.

Sketch the temper of either Pope or Dr. Johnson, as a friend and as a foe.

The Protestant Reformation of the sixteenth century was the greatest dissolvent of European conservatism. Elucidate, with examples.

It was worth while to pass the Parliament Act (1911), if only to demonstrate the necessity of a powerful second chamber to a democratic State desirous of intelligent Government. Discuss.

The Continental System was like a pneumatic tyre; if it was punctured in one place, it was useless. Discuss.

The questions set at this examination are framed to suit the highest secondary education of the country and the standard of the best of the Girls' Public Schools.

DACOITY IN INDIA. MODERN ROBIN HOODS.

COVERT POPULARITY CULTIVATED.

Dacoity is a crime peculiar to the Indian Penal Code, which defines it as organised brigandage by bands which are associated for the purpose; and as it is only possible under the special conditions of Indian life, so it reflects them in a way that may help to interpret them to men of purely Western ideas writes Major A. W. Howlett. We have nothing quite like it in the West till we come to Chicago, where the lack of corporate moral courage makes the reign of the gunman possible. But we had it in England in the days of Robin Hood and the old Border freebooters; and it is not at all exaggerating to suggest that so far as the country-side life of India goes, its state of day bears some resemblance to that of our own land five or six centuries ago.

You may travel days, and days across the great plains of India, places that are like the ocean for vastness and seeming illimitability, plains where great rivers meander like marine currents, and where villages lie strewn like archipelagos, and you will not feel monotonous. For, in spite of their flatness, they are marvellously diversified not only by these same villages but by great groves of trees and barren spaces in among the fields, where low, squat bushes dot the dusty earth and give shelter from the sun, with their leathery leaves, and haunting red trumpet petals, to the jacks and peafowl. Here and there spread out wide fields, acres and acres of reedy, shallow pools where the white and pink birds peck in the mud and complex duck waters in the cold weather. The banks of the rivers are like the shores of oceanic estuaries, albeit they may be fifteen hundred miles from the sea, with beaches and cliffs of mud and sand and fringes of small shells. And on the broken banks, half hidden by creepers, lie countless old temples, ruinous and cold, glooming through their matted jungle growths and haunted by cobras and panthers and the wild tribes of monkey folk.

Task of the Police.
This is no mere fancy picture but is true of thousands of miles; and it may be imagined that in such a wilderness there is ample lurking room for those who adopt the bandit's life, whilst the task of the police is little likely to be realized by those who dwell in the concentrated populations of Europe. As if that is not enough, the boundaries of this terrain are the hugest mountains in the world, old as to all their lower slopes with a dark jungle that only the wild elephant and the tiger can know, yet affording an almost inviolable sanctuary to those of the human races who can brave for a space the terror of their wild beasts and malarious air.

Unluckily there is another handicap to the forces of law and order. There are, so many native States, ranging from mighty provinces like Hyderabad to tiny principalities the size of Rutlandshire, in which the British law fails; and as they all march with British territory it is easy for miscreants to cross the boundary, probably some small stream, and set the British Raj at defiance, since the processes of extradition and difficulties of executing them are so laborious and costly as to be seldom worth while.

A Typical Gang.

It will be seen that the Indian Robin Hood has everything in his favour and, like the Robin Hood of tradition, he cultivates a covert popularity among the villagers of his area by making a great show of robbing rich hunsias and money-lenders and giving to the poor. There is, of course, always a recognised leader, and he lays his plans with great cunning, often for months ahead. One such "boss" who had lost a hand through the bursting of a homemade pistol, and he seemed to have treated with the reverence of a lucky general by the other members of his gang. There were some eighty of them, and the long tale of their tracking down by the police, the stories of their raids, the plans they laid, the preliminary spy work, the secrecy of their private lives in their villages between the summonses of their leader, their deeds of terrorism and bullying, made a great book more enthralling than any fiction as it appeared in the judgment of the special judge appointed to try the case. But the dacoit does not always have things all his own way and occasionally happens that the village gets a tiny battle, bloody as any, waged on these far-flung plains and is never heard of in the great outer world. It is only in the daily routine of the magistrate's court and in the goals that these things which are commonplace of (Continued at foot of next column.)

CRIME WAVE IN UNITED STATES.

MASS MEETING AT NEW YORK.

DENUNCIATION OF AUTHORITIES.

New York, August 20.—One of the greatest mass meetings ever held in New York took place in Madison Gardens last night to organise a public "drive" against crime and gang rule.

The gathering denounced the Prohibition Law as the main cause of civic corruption and the failure of the police, and appointed a committee of seventy to devise a programme of reform, which it is expected other cities will copy.

Ten speakers, representing State, city, and county, deplored the reign of the racketeers, who have invaded every nook and cranny of the country. Before them the police are powerless in the big cities because of the unholy alliance of the local governing bodies with corrupt bosses financed by graft derived from "speakeasies."

The police were not blamed specifically, because they are the appointees of Mayors and "local politicians," who set the pace for them.

Tammany Hall was not even mentioned. But "machine government" in American cities is symbolised by that extraordinary organisation of the Democratic party. The former Secretary of State was cheered to the echo when he said: "The police can halt crime. Who is stopping them?"

"Citizens to Blame."

General Smedley Butler, the stormy petrel of the United States Marines, who has been Police Commissioner of Philadelphia, where the Republican "machine" controls the city, said quite frankly: "American citizens are to blame. Their votes can clean up the city in twenty-four hours. Why don't they vote for clean government?"

A police force just as good as the men who boss them. Gangsters exist because the public officials have betrayed their trust.

Twenty thousand cheering citizens crowded the great hall. Twenty thousand more clamoured for admission outside. By means of a national radio broadcast the speeches were heard by invisible millions throughout the country. Two mothers of babies slain in the recent street shootings were on the platform.

100 Arrests in New York.

Meanwhile, the police last night organised a "drive" against the lawless elements, which resulted in over 100 arrests. The prisoners are charged with various offences ranging from vagrancy to burglary, and will be brought before the magistrates in due course.

Gangsters at rats, vermin, but man again, and cowards, compared with whom the pirates, bandits, and Robin Hoods of old were men "with charming and chivalrous manners."

Indian life come to light. Yet there is hardly one of them but, adequately and sympathetically presented, would make the fortune of a film artist in the West. Even the "low interest" is there for all too often (from their point of view) the secrets of the gang are betrayed by some Delhi among the dancing girls of the bazaar of the nearest city whose lure the robber with his easy spoils finds it impossible to resist.

Cheap Pistols.

But usually the dacoit goes the primrose path, with great equanimity, confident in the privacy and want of public spirit of his victims. His arms are cheap pistols—they usually get a blacksmith into their company—and he makes his own powder and slugs and patakas, small bombs which explode on being thrown down. With these and smouldering torches he creeps up to the sleeping village on the plain, and when all the band is round it charges in with appalling shouts and explosions. The torch is fired, and in the light of the blazing bulls the villagers dash out pell-mell to hide in the crops and undergrowth. Woe betide the fat hunsia who lingers too long to hide his hoard. Rags soaked in paraffin are wrapped round his paddy fist and then lighted to make him disgorge and at the same time, not seldom, pay off the grudges of years of subtle financial juggling. The village is plundered and fired and many outrages committed, partly out of savagery, partly to inculcate terror amongst other villages, the band breaks up and all seek their secret haunts till a call from their leader mobilises them for another exploit.

960 PLANES IN MANOEUVRES.

SECRET TESTS FOR ITALIAN FORCE.

MEETING INVASION.

Rome, August 25.—Nine hundred flying machines of the Italian Air Force are awaiting the signal to open aerial manoeuvres on an unprecedented scale and on a novel strategic principle, as soon as there is an improvement in the weather.

The Italian general staff believes that the outbreak of the next war will be signalled by an immediate mass invasion by air.

General Balbo, the Air Minister, maintains that the best defence is not by anti-aircraft guns, but by opposing air fleets. The pending manoeuvres are based on these conceptions and have, therefore, a new character, strategically and tactically independent of the army and navy.

The whole of the local network of the Italian telephone, telegraph, and wireless system has, however, been lent to the air force.

The exercises will cover the sky above the Lido, Genoa, Venice and Civiltà Venezia, including extremely difficult and dangerous Apennine ranges.

Sudden Attack.

The scheme is that a strong air invasion suddenly develops from the east, while the national forces are distributed on general frontier defences. While hastening to meet the enemy another country invades from the west, and the national forces re-concentrate, and defend by attacking all comers over the line of the Apennines.

The enemies outnumber the national force, and try to obliterate Spezia with raid of 350 planes in waves so strong.

From these principal exercises secondary actions will be developed on the initiative of the opposing commanders according to the fluctuations of the conflict.

The forces ready to be engaged include 288 pursuit aeroplanes, 48 pursuit seaplanes, 48 assault planes, 120 night bombers and 128 day bombers, and 76 bomber seaplanes.

In addition, special experiments will be made with 20 machines fitted with new appliances for reconnaissance, and 13 machines for trying new aerial torpedo work.

Low flying tests at a height of only 10 or 12 feet will be made with single-seater Asvado C3's, equipped with front and flank machine-guns and apportioning gas tanks.

Attention will also be given to the mobilisation of 50 tourist planes as part of the 133 messenger and contact machines.

The manoeuvres will last eight days, and it is calculated that in that period the cost of fuel alone will exceed \$24,000. Foreign Air Attaches and observers have been invited to witness only the closing grand aerial parade over Spezia.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, September 15.	
Paris	123.97
New York	4.98 1/16
Brussels	34.51
Genoa	24.01
Amsterdam	12.04
Milan	92.90
Berlin	20.64
Stockholm	18.15
Copenhagen	18.18
Vienna	34.6
Prague	164
Lisbon	110
Athens	375
Bucharest	816
Rio	3 1/32
Montevideo	91
Bombay	1/32
Shanghai	1/2
Hong Kong	1/18
Yokohama	3 1/32
Silver (spot)	12
Silver (forward)	13 1/18

MR. CHICHESTER NOW RECOVERED.

STAYING AT KOBE BEFORE LEAVING FOR LONDON.

Osaka, September 11.—The New Zealand aviator, Mr. F. O. Chichester, who crashed badly at Katsura some weeks ago, has now practically recovered from his injuries.

He arrived here this morning by steamer from Shingu, where he has been recuperating, and proceeded to Kobe. He will stay in Kobe for some time before leaving for London.

Mr. Chichester set out from Australia in an endeavour to fly to England by a very unusual route which included Japan and Greenland in the itinerary.

The enterprise came to grief when his plane came into contact with a telephone wire at Katsura and Mr. Chichester, who was pinned underneath the machine, narrowly escaped with his life.

Shortly after the accident, he declared his intention of making another attempt at the Australia-England flight, and the fact that but nothing has yet been definitely decided.

GREAT T.T. WIN FOR BRITISH MIDGET.

DAY OF RECORDS ON ARDS CIRCUIT.

THRILLING DUELS AT 80 M.P.H.

1.—NORMAN BLACK, M.G. Midget. Time, 13min. 51sec. Average speed, 67.9 m.p.h.

2.—B. BORZACCHINI, Alfa Romeo. 17min. 35sec. 78.05 m.p.h.

3.—S. A. CAMPARI, M.G. Midget. 17min. 50sec. 67.68 m.p.h.

For the first time since 1928 a British car and a British driver have won the great International Tourist Trophy race on the Ards Circuit, near Belfast.

Although an Alfa Romeo, pride of Italy, maintained a higher average speed for the whole 400 miles than the best ever recorded previously for a single lap, Norman Black, driving the Earl of March's M.G. Midget, passed the post at 12sec. or four miles, ahead.

Record after record was broken, and among the many thrills of the race 300 yards from the start, Widdowson, young, Danish amateur, who has been racing Maseratis in England, and was driving in this race as part of his honeymoon, charged a sandbank at Newtownards, and had to dig his car out. In Comer Village the big Mercedes hit one of the Midgets. The Midget went on, but the giant limped into the pits and retired.

Lewis Talbot was the only car that never stopped for flagfall to finish, and it was typical of this tremendous race that his average of 77.13 m.p.h. was a much higher speed than that of Caracciola's winning Mercedes in 1929, yet could only finish fourth.

Standing nearby, the discouraged Campari at the post for fifth place, and the three Rileys took the team prize, with the Austin second.

1932 Race In Doubt.

Speaking at a banquet which followed the T.T. race, Col. F. Lindsay Lloyd, of the Royal Automobile Club, said that he only wished he were able to accept the invitation of the Government to return to Ulster next year. He was afraid they would have to face the question as to whether racing would be possible at all next year.

Alfa Romeos Well Beaten.

British cars gained a great triumph for they secured four out of the first five places. S. A. Crabtree, driving a Midget, would have been second, but he was caught unawares in the last fifty yards, when the Italian Borzacchini shot past into second place. Even so, the all-conquering Alfa Romeos were soundly beaten.

Norman Black repeated, though in a far more strenuous contest and with a less favourable handicap, his victory on a similar make of car in the Irish Grand Prix at Dublin last June. The Midget, supercharged for the first time in a long race, was known to be amazingly fast for their size.

It was not thought they could last if they set a speed to challenge the Alfa seriously.

For the Italian team the race was a series of maddening disappointments.

Vain Appeal to Stewards.

First came the staggering blow of the loss of their champion on his second lap. In conference before the race Nuvolari elected to drive car No. 7, though the rest wanted him to take No. 3. No. 7 was in trouble from the start, ended the first lap 200 yards behind Sir Henry Birkin, and seized a piston on the second.

The team manager appealed to the stewards for leave to transfer Nuvolari to No. 8, Borzacchini's car, but that was contrary to the rules. Campari then became the team leader. He and Sir Henry Birkin had a great duel for several hours, in the heat of which the accuracy of catching the Midgets was apparently overlooked.

There was the last resort! Borzacchini, tilting in reserve, was told to go all out. He had the fastest of the three cars, and, though the least experienced of the team, had done one marvellous lap in 10min. 50sec., the record in this day of records.

As a finishing spurt it was tremendous, but it was too late. To catch Black the Italian had to lap in 10min. 50sec. and average 81 miles an hour for over fifty miles. Lap after lap he did in 10min. 50sec. and 10min. 50sec.

7th Drop Into Field.

The drama of that finish was only equalled by the thrill of the first lap, when, to the intense delight of the crowded stand, it was seen that Birkin and Lord Howe were well ahead of the Italian cracks. Lord Howe was caught by Campari, but not until the fifth lap, and immediately afterwards, descending Bradshaw's Brae too fast, he shot off the road, through a hedge, and into a potato field, a 7th drop.

Driving ever faster and faster, Birkin was gradually catching up the leading Midgets on handiaps, with Campari about a minute behind him.

Next lap saw a furious struggle between the Englishman and the Italian. Both for once made slip, and Birkin's put him out of the race. No hit the wall of sandbags at Comer, and though able to continue the car was crippled. Campari also misjudged his speed at a turn, but he found an escape road and went on, with the loss of a second or two.

(Continued on next column.)

THE PRESIDENT COOLIDGE.

YOUR MONEY OR YOUR CATTLE.

WHAT THE SOVIET CALLS A SELF-TAX.

Moscow.—A new so-called Self-Tax "for cultural needs" struck the Kulaks (rich peasants) to the tune of 100 per cent. of their income-tax assessment.

Other individual peasants have to pay from 50% to 100%, and even those too destitute to pay income-tax must pay from six to ten roubles. Members of collective farms having some private property pay from six to 12 roubles per family, but those surrendering everything to the collective farm pay nothing.

A new drive has begun to make partly collectivised peasants communise themselves completely. A new movement to surrender all cattle to the collective farms was inaugurated by a big farm group near Samara voting by resolution to do this.

All able-bodied peasants from 15 to 45 years of age are now compelled to work six days a week without pay, and to provide draught animals on road-making. The labour must pay a tax in lieu of work.

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MARINERS WARNED.

YANGTZE RIVER—SOUTH CHANNEL ENTRANCE.

The Inspector General of Customs gives notice that on or about October 6, 1931, and without further notice, the Tungsha Light-vessel, moored in the South Channel Entrance to the Yangtze River, will be temporarily withdrawn from her station and replaced by a relief light-vessel. The relief light-vessel is painted red and has no name upon its side.

The light, which is dioptric, of the fourth order, shows a fixed white light, varied by an eclipse every 15 seconds, thus:—

Light 5 seconds
Eclipse 5
and is visible in clear weather for a distance of 11 miles.

During foggy or thick weather a fog bell will be struck one blow every 15 seconds.

In order to show the direction in which the light-vessel is riding, a white light will be exhibited from sunset to sunrise at the bow, at a height of 12 feet above the deck.

On the completion of the repairs to the Tungsha Light-vessel, she will be replaced on her station and the relief light-vessel withdrawn, without further notice.

WEST RIVER AGAIN OVERFLOWS.

18-20 FT. ABOVE NORMAL LEVEL—24 DISTRICTS FLOODED.

According to The Canton Gazette, serious flood conditions prevail in the south-western part of Kwangsi along the West River, which is the uppermost part of the West River. The river has risen more than 20 feet above its normal level, and a vast extent of land, covering nearly 24 districts on either side, is under water.

Houses and cattle have been washed away, thousands of people rendered homeless, and the autumn crop of rice completely destroyed. Torrential rains have been almost continuous for the last month or more, thus causing the present inundation. The extent of the disaster surpasses that of 1911. Human bodies as well as those of domestic animals, house furniture and building material are constantly floating down the river.

A rescue party from Nanning, the capital of the Province, has been at work for some days, trying to render aid to the flood victims, but the rushing water has made the work of the rescuers difficult. The Red Cross Society of Nanning and other benevolent public organizations are busy at work, trying to bring relief to the flood sufferers. At present it is impossible to give any accurate report of the extent of the damage done and the number of people drowned or rendered homeless.

The National Council here has appropriated \$50,000 for the relief of the flood victims in Kwangsi.

WHITE SLAVE TRAFFIC CONVENTION.

IN FORCE ON AUGUST 24.

The "London Gazette" states that the King in Council has approved the White Slave Traffic Convention, one of the articles of which makes the traffic in women and girls, even with their consent, a penal offence. The Convention came into force on August 24.

VISIT FROM TRADE SHIP.

BRITISH FLOATING EXHIBITION AT SHANGHAI.

Shanghai will have an opportunity to inspect the trade ship British Exhibitor, which will soon start a world tour as a floating exhibition of British manufactured products, if a move, recently started in England, is successful in getting China included in the vessel's future itinerary.

This information has been disclosed in Shanghai by Captain J. G. Carter-Ferris, R.N.V.R., retired, a shipping man of Sydney, Australia, who is spending a few days in Shanghai en route to Liverpool where he will co-operate in the endeavour to get important British overseas dominions placed on the list of countries the craft is to visit.

This move, Capt. Carter-Ferris stated, is part of a campaign inaugurated by British importers and manufacturers' agents in various parts of the world to get the scope of the floating exhibition plan widened so as eventually to include every port overseas where trade could be influenced by a visit from the ship. A comprehensive list of such cities and countries has been prepared already with Shanghai, Canton and Tientsin mentioned as important points in the Orient for possible visits, he stated.

Success Predicted.

That the campaign will be successful is Capt. Carter-Ferris' belief, due to the fact that such wide interest has been shown in the project by British industry, coupled with the support accorded by the Department of Overseas Trade, that four ships more, in addition to the British Exhibitor, are to be equipped in an identical manner and despatched on similar missions. "Even if it is found impossible for the British Exhibitor to call at Shanghai and other ports in the Far East on its first four tours abroad I am sure that this city will be visited during a subsequent voyage or by one of the other vessels to be placed in service," Capt. Carter-Ferris said. Of course, it will take sometime for the trade ship to cover the more important centres, but in Australia we feel confident that both the Antipodean and Far Eastern trade is too important to be altogether overlooked.

British industry on a whole is confident that the exhibition ship plan will prove an important factor in bringing about a revival of trade in Great Britain, the Captain explained, and Lord Auckland, the managing director of the enterprise, has been successful in obtaining complete government support for the cruises.

To Visit Many Ports.

The first voyage is to the West Indies and South and Central America, markets known to be favourably disposed towards British goods. By visiting the Americas in the near future full advantage will be taken of the goodwill resulting from the Prince of Wales' recent visit to those countries and the British Empire Exhibition in Buenos Ayres.

Inasmuch as the exhibition will include representative specimens of all the chief manufactured products exported from Great Britain, all the available space on the ship for the first cruise has been engaged while a large number of exporters or their representatives will take passage on the vessel. Aboard the craft will be an expert sales staff, consisting of men with the necessary technical qualifications, who not only know the languages of the countries to be visited, but have had extensive commercial experience with the people and markets.

In order that each salesman may represent the exhibitor effectively, he will be sent, when considered necessary, to the manufacturer's plant and instructed in the technical and selling points of the product. A thoroughly equipped saloon for the showing of trade films is included on the ship and even firms not exhibiting can secure the privilege of having motion pictures displayed.

Powerful Support.

The average size exhibition space is 50 feet square with an available height of 18 feet, the cost of which is approximately \$200. Passage on the British Exhibitor for the first voyage to 20 different ports in 15 countries, and return is \$750. In addition to Lord Auckland, Sir Max Muspratt, Viscount Chaplin, Sir Ernest Thompson, Mr. Henry P. Surtees and Mr. John E. Percival are members of the advisory council of the project, the last two named being trustees. All preliminary expenses were financed by private subscription and a trust fund has been created to add the equipment of the four additional ships to be put into service.

GUNBOATS OF THE YANGTZE.

OUR LILLIPUTIAN FLEET ON THE CHINESE FLOODS.

THE EXPLOITS OF THE TEAL AND WIDGEON.

The terrible floods now devastating China, and the sale of the two veteran gunboats, H.M. Ships Teal and Widgeon, have recently attracted attention to the mighty Chinese waterway and the British fleet of Lilliputian men of war which, for more than two generations, has sailed and guarded the Yangtze River, writes a retired Naval Officer in a London journal.

In 1890 that Admiral Koppel first entered and chartered, in H.M. Ships Salamis and Opossum, the great reaches above Hankow, the city with a population of millions, and above which larger ships are unable to navigate, not for any lack of water but on account of the bends. In 1904 Admiral Sir Gerard Noel, Commander-in-Chief in China, performed the remarkable feat of taking the British Fleet of six battleships of the Glory class to Hankow in Division line ahead disposed abreast.

The river is classified for navigational purposes into three sections—the lower, middle, and upper rivers—the cities of Hankow, Yehang and Chungking being the island limits of each reach.

Yehang is but 100 feet above sea level, and because in the summer the river rises 40 feet above the winter level of approximately 35 feet, some idea of the volume of water imprisoned between the river banks of silt, and up above thousands of square miles of China, can be visualised. In the winter the ships that steam up and down a reed-crowned gorge about a mile and a half wide are, in the summer, lifted high above the surrounding country upon which those on the decks of the ships look down.

The consequences of a burst bank can be appreciated from the following incident. Recently a steamer was sucked through a break in the bank and was carried inland on the flood without grounding or any mishap. The anchors were dropped and the ship returned to the river when the water had levelled off. The anchors, however, were recovered in the winter when they were found embedded in a dry rice field, far from the river bank.

Above Yehang, 900 miles from the sea, the first gorge rises steeply from the plain, a gorge 23 miles long and two hundred yards wide, the hills surrounding it being 2,000 feet high and sloping steeply to the river. The famous Windbox Gorge is flanked by cliffs rising a sheer 600 feet, through which roars the river, falling 8 feet in 150 feet. Up this gorge the British gunboats and Chinese junks are steamed, towed and warped.

The water in the gorges rises as much as 140 feet above the water level and the little Widgeon, now for sale after thirty-four years' service, was the first man-of-war to scale these rapids which reach a speed of over twelve knots.

It is upon this 1,800 miles of strangely contrasted waterway that British seamen have established an enviable and world-wide reputation for skillful seamanship and a simple, good-humoured, fearless and manly diplomacy.

To the officers and men of the Yangtze gunboats Chinese and Europeans, English as well as foreign, owe a debt that it is impossible to exaggerate. "True, it is secured in these disturbed times by convoy or by armed guards provided from the gunboats. Potential disturbances subside on the appearance of these quaint, but ubiquitous, little battleships, some of them carrying two six-inch guns which now, on occasion, are needed, is marked contrast to the earlier days when the two six-pounders of the Teal and Widgeon were only required for saluting; and for an exchange of compliments between Englishmen and the Chinese aristocracy.

Marked, indeed, are the changes of the past twenty years in gunboat life on the Yangtze, once a paradise for the adventurous seaman and the keen sportsman, it is now, stripped largely of its sport and friendly intercourse with courteous Chinese, a scene of anxious diplomacy and continual hazard of attack, or of lost reputation for some alleged error of judgment in dealing with a crisis in which life is at stake.

Still there hangs round the earlier days of the gunboats the romantic legend of fair ladies, wives of commanding officers, towed into the heart of China in sampans behind the puffing Teal and Widgeon. Whether the story is true I have been unable to determine, but (Continued on next column.)

CLOUD LOAFING.

(Continued from Page 1.)

They do not unequivocally state, they suggest. And so they nourish the nascent image and the incipient idea. Or, to put it in the vernacular, they help artists in their selected task of "seeing things."

As one may seem to distinguish faces and scenes in the glowing embers, so one may discern people and cities in the sky. To some extent what you look for you will find, for the clouds are keys to the unconscious; they open the door of the storehouse of mental pictures.

An evening in the air is at once a stimulant and a sedative. And unlike the other pleasure grounds, to attain which it is often necessary to face the dangers of a train de luxe or of a taxi cab driven by the devil himself, cloud-land may be reached without risk and without fatigue. No privations are demanded, only a little patience in learning to fly.

Then a quick ear from the office to the nearest aerodrome, a wheeling out of the machine, a swinging of the propeller, and the grass is flowing beneath the landing wheels like a green river, the trees at the far side of the aerodrome are dropping away beneath the engine cowlings, and the air is at the pilot's disposal.

In the sky trespassers will not be prosecuted. It is the greatest open space, the largest and yet the most uncommon common. You may loaf among the clouds for minutes or miles; it is an unlimited recreation ground, a more likeable Lido, a rejuvenated Juna.

Although it cannot be said that in the kingdom of the air the sun never sets, yet it can be said that it sets later there than on the ground. For as it sets and the light on the ground below grows dim, at 4,000 feet the sunlight still pours over the steady wings of the aircraft and glides the disc swept by the airscrews. The darkening countryside is covered by a still bright canopy of sky.

Now the throttle is closed and the hum of the engine dies away as the nose goes down. The aeroplane glides, swinging gently to right and left, to the seaward of the aerodrome. A last left-hand turn, a gentle side-slip, to lose height, and the aeroplane levels at and spins over the grass, its tail falling lower and lower until the wheels touch and run. It swings round, bumping over the ground, and taxis to the sheds. Its occupants get out, refreshed by their evening's rest among the clouds.

whether as bachelors or married men, certain it is that early days on the upper reaches of the Yangtze were golden days indeed.

Here was a sportsman's paradise, pheasants, ducks and snipe being bagged in thousands. Many a solemn feast was held with courtly Chinese Mandarins, whose boards were as generous as they were, and remain unsavoury to the average English taste. Eating with chopsticks is an acquired art which, for my own part, I have been unable to master, finding it necessary to spike the slippery pigeon's egg with a chopstick used on the bayonet principle.

To-day the lighter and happier side of gunboat life is sharply curtailed. The sportsman, instead of shooting pheasants, is likely to be shot himself, even could he find the birds which are now largely gathered into coal-storage to cheer the groaning tables of gangsters in Chicago. The friendly report of the shotgun is supplanted by the sinister crack of the rifle from the river bank. Not long since a form of Q boat warfare was practised by H.M.S. Cricket against a gang of progressive Chinese bandits which was holding up shipping and firing from the bank on merchant junks and steamers.

Lashed on the off-side of a junk this gallant little craft proceeded up-river to the scene of attack where the "Progressives of the Left" attacked what they conceived to be a helpless junk. Their alarm was only exceeded by the speed of their scuttle when the Cricket slipped and fired her 6-inch guns, with moral rather than physical effect, upon the gallant foe. The Concessions on the banks of the Yangtze have gone, but the gunboats, fortunately for China and Europeans, remain. England's prestige on the mighty waters of the Yangtze is still precariously maintained by British seamen in Lilliputian ships. The bulwark of what prestige remains in the just, firm and good-humoured character of the officers and men of the gunboats, supported hardly at all by the little armament carried in these baby ships.

With the sale and replacement of the smallest, H.M. Ship Teal and Widgeon, a proud chapter in Yangtze history closes. All that remains to be said.

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YOUTH-FALL IN LOVE!

ADVICE OF A 70-YEAR-OLD SCIENTIST:

WHEN YOU MEET HER.

Seventy years old, Sir J. Arthur Thomson, the famous biologist, gives these words of advice to men and women of all ages: To young people: Fall in love. Middle-aged: Avoid bad debts to oneself. They are payable in old age, and it is not pleasant. The aged: Get young again. Join the society of the old and bold.

Sir Arthur was speaking on "Life's uplifts and pitfalls," at the Oxford Summer School of the British Social Hygiene Council. He said:

"Falling in love is really rising in love. This chapter in life has more possibilities of uplift than any other."

"It is a pity that so much emphasis is laid on the physiological and so little on the psychological side of youth. Love is one of the two or three greatest opportunities in life. 'What is love?' It has three notes which Browning has said made not a sound but a chord. They are:

Physical fondness, which is indispensable; Emotional attraction linked to the purely physical attraction through the appeal of duty and strength; and The note often raised altogether of higher sympathies in intelligence, purpose, and ideal which mean decency and good living.

"There is a great tendency to make a scapegoat of sex. The trouble is that youth is so mis-educated. I do not blame the teacher only."

The Safeguard.

"The fact is that youth has so few big interests and has ceased to strive after higher values. The safeguard is to fall in love."

"Surely every boy and girl has a share of admirations engendered by reading good history—history that has not had the life squeezed out of it—by reading good biographies, not biographies, or by the example of men and women round about them."

"Some day these admirations which the boy has cherished in secret find a focus or personal centre in some creature for whom he has devotion, and towards whom he feels an obedience, wondering that she, that wonderful being, should ever condescend to look upon him."

"Then we come to marriage and maturity, when one lays aside all jargons and tries to be just simple. There are three sails in the happy married voyage."

Physical fondness, which cannot be successfully dispensed with except in rare cases; Reciprocal sympathy; and a partnership in high purpose, the sharing of certain ideals and intellectual leanings.

"Without these, I do not think a completely successful married life is possible."

His Own Love-Making.

Referring to a previous confession that in his own case looking back to love-making was a long reminiscence, Sir Arthur explained:

"I do not mean looking back to a distant time. The reality remains, of course. For two beings so complex and diverse as man and woman, the whole of life is not too long for them to know one another well and love one another worthily."

And to close, Sir Arthur said: "Those who play best will work best, live best and love best."

ACTRESS FOUND DRUGGED.

TOWEL SOAKED IN CHLOROFORM.

Paris, August 19.—Miss Willette Kershaw, an American actress appearing in "The Well of Loneliness" here, was found chloroformed in her flat this morning.

A towel soaked in chloroform was tied tightly round her head. The room was in disorder, and Miss Kershaw was robbed of \$104 in cash and other valuables.

Miss Kershaw was due to be at the Theatre Caumartin at 11.45 this morning for rehearsal, and when she did not arrive her manager, Mr. Wilfred Hore, went to her apartment in the Rue Montpensier.

The maid obtained no reply to her knocks, and Mr. Hore entered the room and found Miss Kershaw on the bed. He called a doctor and the police.

When she recovered consciousness late this afternoon she declared that she was aroused from sleep in the middle of the night by strange noises, and saw two men in her room.

They ordered her to keep quiet, and then, while one chloroformed her, the other bound her. She had a vanity bag containing \$104 under her pillow, but this, together with other articles of value, had disappeared.

Police inquiries have so far failed to throw much light on the robbery. An examining-magistrate has been commissioned to take charge of the investigations.

ADVERTISED SAILINGS FROM HONG KONG

ADELPHI.

Scudan, P. & O. Sept. 19.
Terakuni Maru, N.Y.K. Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M. Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M., Oct. 13.

ALEXANDRIA.

Pres. Filmore, Dollar, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.
Pres. Van Buren, Dollar, Oct. 13.

AMCOY.

Kutsang, Jardine's, Sept. 17.
Nanning, B. & S. Sept. 17.
Tainan, B. & S. Sept. 17.
Haiyang, Douglas, Sept. 18.
Chinhua, B. & S. Sept. 21.
Haiching, Douglas, Sept. 22.
Taitung, B. & S. Sept. 23.
Tikarung, J.C.J.L., Sept. 23.
Tilawa, B.I., Sept. 24.
Haining, Douglas, Sept. 25.
Hosang, Jardine's, Sept. 25.
Anhui, B. & S. Sept. 27.
Tingnara, J.C.J.L., Oct. 1.
Yuenan, Douglas, Oct. 7.
Tijongdara, J.C.J.L., Oct. 8.
Santhia, B.I., Oct. 9.
Kamaang, Jardine's, Oct. 18.

ANTWERP.

Scudan, P. & O. Sept. 19.
Terakuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 20.
Hakusan Maru, N.Y.K. Oct. 3.
Danmark, Mannors, Oct. 5.

AUSTRALIAN PORTS.

Kamo Maru, N.Y.K. Sept. 22.
Atsuta Maru, N.Y.K. Sept. 28.
Nankin, E. & A. Oct. 2.
Changte, B. & S. Oct. 20.

BALTI PORTS.

Danmark, Mannors, Oct. 5.

BALTIMORE.

Menestheus, B.F., Oct. 5.

BANGKOK.

Scudan, P. & O. Sept. 19.
Kaying, B. & S. Sept. 20.

BARCELONA.

Fulda, Melchers, Sept. 19.
Duisburg, Jenson, Oct. 16.
Trier, Melchers, Oct. 17.

BEKAWAN-DELL.

Cremor, J.C.J.L., Sept. 24.

BOMBAY.

Garbata, P. & O. Sept. 17.
Col. di Lana, Dodwell's, Sept. 27.
Tokiwa Maru, N.Y.K. Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O. Oct. 6.
Tango Maru, N.Y.K. Oct. 17.

BOSTON.

Tai Ping Yang, Dodwell's, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 20.
Toba Maru, N.Y.K. Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Tweedbank, Bank, Oct. 7.
Malayan Prince, Furness, Oct. 15.
Pres. Van Buren, Dollar, Oct. 18.

BREMEN.

Fulda, Melchers, Sept. 19.
Danmark, Mannors, Oct. 5.
Trave, Melchers, Oct. 6.
Trier, Melchers, Oct. 17.

BRINDISI.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Suisang, Jardine's, Sept. 21.
Takada, B.I., Sept. 24.
Penang Maru, N.Y.K. Sept. 29.
Sirdhana, B.I., Oct. 4.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.
Hosang, Jardine's, Oct. 17.

CASABLANCA.

Kalyan, P. & O. Sept. 23.
Perseus, B.F., Oct. 13.

CEBU.

Menestheus, B.F., Oct. 5.

CHENGFOO.

Chongshing, Jardine's, Sept. 20.
Kueichow, B. & S. Sept. 25.
Chiphing, Jardine's, Sept. 27.
Huichow, B. & S. Oct. 6.

COLOMBO.

Garbata, P. & O. Sept. 17.
Terakuni Maru, N.Y.K. Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Tokiwa Maru, N.Y.K. Sept. 27.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O. Oct. 6.
Tango Maru, N.Y.K. Oct. 11.
Chenonceaux, M.M. Oct. 13.
Pres. Van Buren, Dollar, Oct. 18.

COPENHAGEN.

Danmark, Mannors, Oct. 5.

DALNY.

Nanning, B. & S. Sept. 17.
Sarpedon, B.F., Sept. 17.
Chinhua, B. & S. Sept. 21.
Linau, B. & S. Sept. 28.
Patroclus, B.F., Oct. 10.

DUTCH PORTS.

City of Pittsburgh, Bank, Sept. 18.
Fulda, Melchers, Sept. 19.
Scudan, P. & O. Sept. 19.
Terakuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 20.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Duisburg, Jenson, Oct. 16.
Danmark, Mannors, Oct. 5.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.
Duisburg, Jenson, Oct. 16.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.

FOOCHOW.

Haiyang, Douglas, Sept. 18.
Chongshing, Jardine's, Sept. 20.
Haiching, Douglas, Sept. 22.
Haining, Douglas, Sept. 25.
Kueichow, B. & S. Sept. 25.
Chiphing, Jardine's, Sept. 27.
Huichow, B. & S. Oct. 6.

GENOA.

Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Vogtland, Jenson, Oct. 11.
Duisburg, Jenson, Oct. 16.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.

GIBRALTAR.

Terakuni Maru, N.Y.K. Sept. 19.

GLASGOW.

Ningchow, B.F., Sept. 25.
Aeneas, B.F., Sept. 29.
Asphalion, B.F., Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S. Sept. 25.
Kiungchow, B. & S. Oct. 9.

HAMBURG.

City of Pittsburgh, Bank, Sept. 18.
Fulda, Melchers, Sept. 19.
Scudan, P. & O. Sept. 19.
Terakuni Maru, N.Y.K. Sept. 19.
Shantung, Gilman's, Sept. 27.
Danmark, Mannors, Oct. 5.
Trave, Melchers, Oct. 6.
Vogtland, Jenson, Oct. 11.
Perseus, B.F., Oct. 13.
Duisburg, Jenson, Oct. 16.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.

HAVRE.

City of Pittsburgh, Bank, Sept. 18.
Scudan, P. & O. Sept. 19.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.
City of Khios, Bank, Oct. 18.

HONOLULU.

Asama Maru, N.Y.K. Sept. 30.
Shinyo Maru, N.Y.K. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.

HULL.

Scudan, P. & O. Sept. 19.
Kalyan, P. & O. Sept. 24.

JAPAN PORTS.

Ixion, B.F., Sept. 17.
Kutsang, Jardine's, Sept. 17.
Kamo Maru, N.Y.K. Sept. 18.
Tai Ping Yang, Dodwell's, Sept. 19.
Katori Maru, N.Y.K. Sept. 19.
Moncalieri, Dodwell's, Sept. 21.
Gaelic Star, Sept. 23.
Tilawa, B.I., Sept. 24.
Tokushima Maru, N.Y.K. Sept. 24.

Kobe.

Emp. of Asia, C.P.S., Sept. 25.
Hosang, Jardine's, Sept. 25.
Kashmir, P. & O. Sept. 25.
Elpenor, B.F., Sept. 27.
Aeneas, B.F., Sept. 29.
Asama Maru, N.Y.K. Sept. 30.
Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glincus, B.F., Oct. 2.
Nellore, E. & A. Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawo Maru, N.Y.K. Oct. 6.
Kiddorport, P. & O. Oct. 6.
Yuenan, Douglas, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O. Oct. 10.
Sauerland, Jenson, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nelus, B.F., Oct. 13.
Shinyo Maru, N.Y.K. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.
Kashmir, P. & O. Oct. 17.
Kutsang, Jardine's, Oct. 18.
Nanning, B. & S. Oct. 18.
Carigiano, Dodwell's, Oct. 19.

Kobe.

Emp. of Asia, C.P.S., Sept. 25.
Hosang, Jardine's, Sept. 25.
Kashmir, P. & O. Sept. 25.
Elpenor, B.F., Sept. 27.
Aeneas, B.F., Sept. 29.
Asama Maru, N.Y.K. Sept. 30.
Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glincus, B.F., Oct. 2.
Nellore, E. & A. Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawo Maru, N.Y.K. Oct. 6.
Kiddorport, P. & O. Oct. 6.
Yuenan, Douglas, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I., Oct. 9.
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Canton, Gilman's, Oct. 6.
Hikawo Maru, N.Y.K. Oct. 6.
Kiddorport, P. & O. Oct. 6.
Yuenan, Douglas, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O. Oct. 10.
Sauerland, Jenson, Oct. 11.
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Carigiano, Dodwell's, Oct. 19.

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Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glincus, B.F., Oct. 2.
Nellore, E. & A. Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawo Maru, N.Y.K. Oct. 6.
Kiddorport, P. & O. Oct. 6.
Yuenan, Douglas, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O. Oct. 10.
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Shinyo Maru, N.Y.K. Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.
Kashmir, P. & O. Oct. 17.
Kutsang, Jardine's, Oct. 18.
Nanning, B. & S. Oct. 18.
Carigiano, Dodwell's, Oct. 19.

JAVA PORTS.

Tillobet, J.C.J.L., Sept. 23.
Tisadano, J.C.J.L., Sept. 23.
Tisadano, J.C.J.L., Oct. 6.
Tingnara, J.C.J.L., Oct. 13.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.
Lima Maru, N.Y.K. Oct. 11.

LONDON.

City of Pittsburgh, Bank, Sept. 18.
Scudan, P. & O. Sept. 19.
Terakuni Maru, N.Y.K. Sept. 19.
Kalyan, P. & O. Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K. Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O. Oct. 10.
Perseus, B.F., Oct. 13.
City of Khios, Bank, Oct. 18.

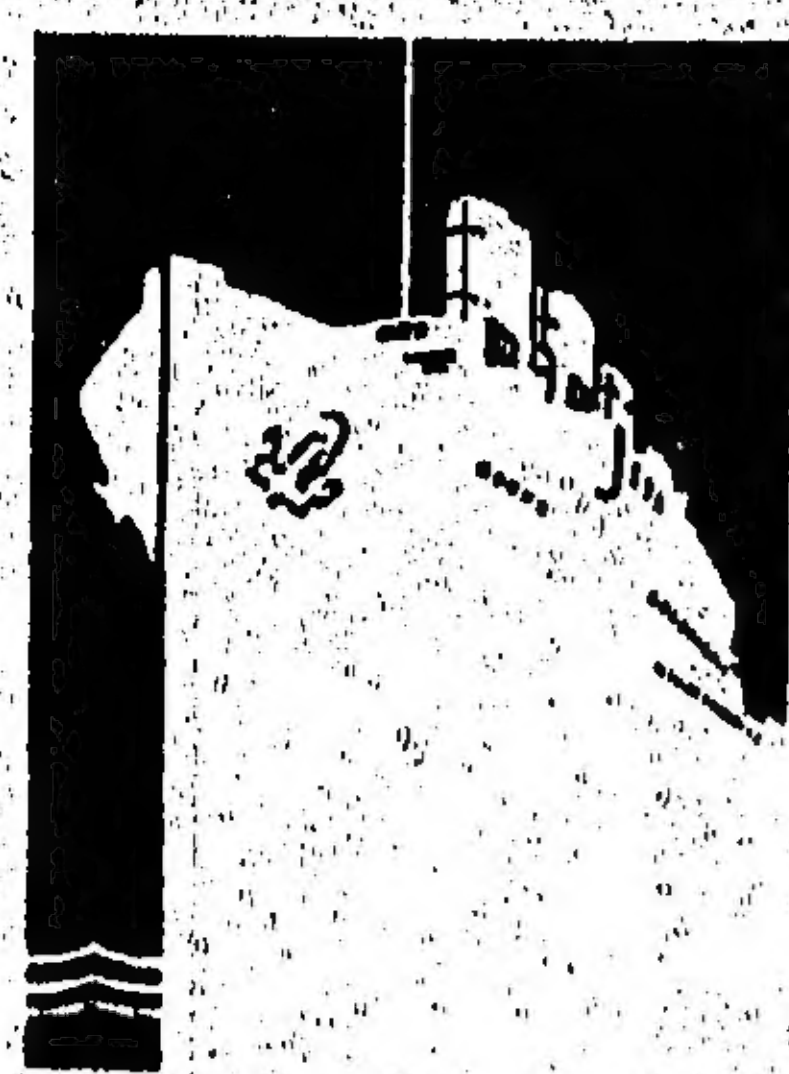
LOS ANGELES.

Tai Ping Yang, Dodwell's, Sept. 18.

Pres. Hoover, Dollar, Sept. 29.
Pres. Jackson, A.M.L., Oct. 13.
Rakuyo Maru, N.Y.K. Oct. 15.

MANILA.

Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19.
Shinyo Maru, N.Y.K. Sept. 19.
Pres. Filmore, Dollar,



THE BIG 4 OUT "DAYS" OFF OCEAN TRAVEL

"Go Empress"

The Giant White Empresses are the fastest liners
on the Pacific

QUICKEST TIME!

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

Line	Leave	Arrive	Line	Leave	Arrive
Empress of Asia	Sept. 25	Oct. 1	Empress of Japan	Oct. 1	Oct. 7
Empress of Canada	Oct. 10	Oct. 15	Empress of Russia	Oct. 15	Oct. 21
Empress of Russia	Oct. 23	Oct. 29	Empress of Japan	Oct. 29	Nov. 4
Empress of Japan	Nov. 7	Nov. 13	Empress of Canada	Nov. 13	Nov. 19
Empress of Asia	Nov. 20	Nov. 26	Empress of Russia	Nov. 26	Dec. 2
Empress of Canada	Dec. 5	Dec. 11	Empress of Japan	Dec. 11	Dec. 17
Empress of Russia	Dec. 18	Dec. 24	Empress of Asia	Dec. 24	Dec. 30

*Empress of Russia and *Empress of Asia call at Nagasaki.

Special Through Fares To Europe
£120-£112-£83-£79

HONG KONG-MANILA

Line	Leave	Arrive
EMPERESS OF ASIA	Sept. 17	Sept. 19
EMPERESS OF CANADA	Oct. 2	Oct. 4

Art about the New Empress tourist Cabin Fares

Telephone: Passenger \$775. Freight 20042.

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 TO £120 ON SALE.

Line	Leave	Arrive
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu		
ASAMA MARU	Wednesday, 26th Sept.	
SHINYO MARU	Tuesday, 18th Oct.	
SEATTLE, VANCOUVER via Shanghai & Japan Ports		
HIKAWA MARU	Tuesday, 6th Oct.	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez		
TERUKUNI MARU	Saturday, 19th Sept.	
HAKUSAN MARU	Saturday, 3rd Oct.	
SYDNEY & MELBOURNE via Manila & Port		
ATSUTA MARU	Saturday, 26th Sept.	
KAMO MARU	Saturday, 24th Oct.	
BOMBAY via Singapore, Penang & Colombo		
TOKIWA MARU	Sunday, 27th Sept.	
TANGO MARU	Sunday, 11th Oct.	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama		
BAKUYO MARU	Thursday, 15th Oct.	
NEW YORK, BOSTON via PANAMA		
TOBA MARU	Tuesday, 19th Sept.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles		
LIMA MARU	Sunday, 11th Oct.	
CAICOITA via Singapore, Penang & Rangoon		
PENANG MARU	Tuesday, 29th Sept.	
SHANGHAI, KOBE & YOKOHAMA		
KAMO MARU (Nagasaki direct)	Friday, 18th Sept.	
KATORI MARU	Saturday, 19th Sept.	
TOKUSHIMA MARU (Kobe direct)	Thursday, 24th Sept.	

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone 30291 (Private exchanges to all Depots.)



FRENCH MAIL STEAMERS

Line	Leave	Arrive
To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said		
PORTHOS	28th Sept.	
CHENONOUAUX	13th Oct.	
ATHOS II	27th Oct.	
D'ARTAGNAN	10th Nov.	
ANDRE LEBON	24th Nov.	
FELIX ROUSSEL	8th Dec.	
G. METZINGER	22nd Dec.	
SEHINK	5th Jan.	
To YOKOHAMA via Shanghai and Kobe		
ATHOS II	29th Sept.	
D'ARTAGNAN	13th Oct.	
ANDRE LEBON	27th Oct.	
FELIX ROUSSEL	11th Nov.	
G. METZINGER	25th Nov.	
PORTHOS	9th Dec.	
CHENONOUAUX	23rd Dec.	

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COMMERCIAL LINE

For DUNKIRK via Port Said, ORAN, ALGERIA, HAVRE, ROTTERDAM, (Antwerp)
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Cie. des MESSAGERIES MARITIMES.
Telephone 19651.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,601 TONS;
THROUGH CARGO
24,441 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Line	Through	Port
British		
Monclaus	6	7,136
Penarth Castle		
New York 1,600	370	
Hong Peng	800	200
Nanning	490	1,390
Shanghai	1,719	632
Hydrangea	102	
Yingchow	130	450
Shanghai	5,076	10,468

Line	Through	Port
American		
Galveston	738	1,716
Baltimore	375	3,370
French		
Sphinx	74	300
Yokohama	218	3,098
Chenonceaux	299	3,386

Line	Through	Port
Norwegian		
Hai Hing	50	
Swatow	50	

Line	Through	Port
Portuguese		
Wing Wo	310	
K. C. Wan	310	

Line	Through	Port
Japanese		
Hokan Maru	724	94
Keelung	1,379	2,229
Calcutta Maru	559	3,249
Kahaku Maru	2,762	5,502
Nowchwang	9,601	24,441

Line	Through	Port
Total	9,601	24,441

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

Line	Arr.	Dep.
British	8	10
American	9	1
French	9	9
Norwegian	1	4
Portuguese	1	0
Japanese	3	9
Chinese	3	2
Dutch	0	2
Total	19	23

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Line	Passengers
Hong Peng (Br.) Rangoon	1,490
Nanning (Br.) Shanghai	26
Cheongshing (Br.) Tongku	11
Hydrangea (Br.) Swatow	193
Sphinx (Fr.) Yokohama	17
Chenonceaux (Fr.) Marseilles	123
Hokan Maru (Jap.) Keelung	217
Kahaku Maru (Jap.) Newchwang	4
Total	2,066

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves:—Kowloon: Yamagata Maru, Tatsuta Maru, Kutsang; Holt's: Calchas; Socony-Laichikok: Penarth Castle; O.S.K.: Menado Maru; Douglas Lapraik: Haining.

Docks:—Kowloon: Limphow, Fookshing, Yei Maru, Chillagee; Taikoo: Ixion, Sagres, Hong Kheng, Emerald, Changchow, Hai Hing.

Buoys:—A4 Taiping, A7 Tjisdane, A10 Hong Peng, A12 Cremer, A15 Hong Hwa, B3 Cheongshing, B3 Cheongshing, B3 Chian Lee, B14 Kaying, B15 Yingchow, B16 Red Flag, B17 Hiram, B18 Albert Sarraut, B21 Shun Chih, C1 Wing Wo, C3 Pongtong, C4 New Mathilde.

ARRIVALS.

September 15.

Cheongshing, British str., 1,236 tons, Capt. D. G. Burleigh, from Chefoo, buoy No. B2—J. M. & Co.

Wing Wo, Portuguese str., 405 tons, Capt. I. D. de Lemos, from K. C. Wan, buoy No. C1—Wo Hop & Co.

September 16.

Dehance, American str., 4,226 tons, Capt. H. E. Sanders, from Manila, Stonecutters Anchorage—L. Everett, Inc.

Garbota, British str., 3,207 tons, Capt. T. Toresen, from Shanghai, buoy No. A1—M. M. & Co.

Huiyang, British str., 1,363 tons, Capt. Erwin, from Swatow, Douglas Wharf—Douglas S.S. Co.

Hong Hwa, British str., 1,924 tons, Capt. C. Cowan, from Swatow, buoy No. A15—Ho Thong & Co.

Hokan Maru, Japanese str., 1,363 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf—O.S.K.

Hydrangea, British str., 601 tons, Capt. P. W. Grieron, from Swatow, Chin On Wharf—Chin On S.S. Co.

Kahoku Maru, Japanese str., 1,875 tons, Capt. M. Yamada, from Swatow, buoy No. B10—D.K.K.

Malacca Maru, Japanese str., 3,211 tons, Capt. C. Ishida, from Singapore, Kowloon Wharf—N.Y.K.

Shantung, British str., 1,368 tons, Capt. J. K. Clark, from Swatow, buoy No. B20—B. & S.

Tecumseh, British str., 4,247 tons, Capt. C. Johnston, from Bombay, Laichikok Anchorage—Standard Oil Co.

Yatsing British str., 1,424 tons, Capt. C. Alexander, from Swatow, West Point Wharf—J. M. & Co.

Yingchow, British str., 1,216 tons, Capt. J. R. Nisbet, from Amoy, buoy No. B16—B. & S.

MAURETANIA'S POPULARITY.

The Mauretania, which sailed from Southampton on August 22 for New York, had her first-class and tourist passenger accommodation full to capacity and first-class passengers had to be refused. Three of them decided to travel third-class.

DEAL LIFEBOAT TO BE SOLD.

The Deal lifeboat, Charles Dibdin is to be sold by order of the Royal National Life Boat Institution. During the 24 years the boat has been stationed at Deal it has been the means of saving 443 lives. When, in November, 1914, the guardship Niger was torpedoed and sunk off Deal the Charles Dibdin assisted in saving the entire crew.

IDLE GERMAN SHIPPING.

The aggregate tonnage of the vessels lying idle in Bremen harbour is stated to amount to about 250,000, whilst some 400,000 tons are idle in Hamburg harbour.

RECORD TOURIST TRAFFIC.

HOMERIC'S BIG BOOKING.

With 740 passengers in the Tourist Class, the White Star liner Homeric left Southampton for New York.

This is the largest number of tourist passengers carried in any steamer of any line eastbound or westbound this year.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar.

North Wall—Seraph.

South Wall—Seraph, Sterling.

East Wall—Phoenix, Moth, Oswald.

North Arm—Stormcloud.

West Wall (Dock)—Cornflower.

In Dock—Magnolia.

Foreign Men of War—U.S.S. Mindanao, French Regulus and Argue.

SHIPPING MOVEMENT.

The P. & O. s.s. Soudan left Shanghai for this port on the 15th inst. at 11.30 a.m., and is due here on the morning of the 19th via Keelung.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND). MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND, QUEENSLAND, PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"GARBETA"	5,300	17th Sept, 4 p.m.	Straits, Colombo & Bombay.
"SOUDAN"	5,800	19th Sept.	Mars, Havre, L'don, B'g.
"KALYAN"	9,000	26th Sept.	Mars, L'don, B'g, A'warp & Hull.
"MIRZAPUR"	8,700	28th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,600	10th Oct.	Marseilles and London.
"KASHMIR"	9,400	24th Oct.	Mars, L'don, B'g, A'warp & Hull.
"BURDWAN"	5,400	31st Oct.	Mars, Havre, L'don, B'g.
"NALDERA"	18,000	7th Nov.	Bombay, Marseilles and London.
"KASHGAR"	9,000	31st Nov.	Mars, L'don, B'g, A'warp & Hull.
"RAJPUTANA"	17,000	5th Dec.	Marseilles and London.
"CORFU"	16,000	18th Dec.	
"NOMALI"	8,800	26th Dec.	Mars, Havre, L'don, B'g.
"RAJWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
"KARMALA"	9,000	16th Jan.	Mars, L'don, B'g, A'warp & Hull.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Calcutta. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Line	Tons	Leave	Destination
"TAKADA"	7,000	24th Sept.	Singapore, Penang & Calcutta.
"SIRDHANA"	8,000	31st Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

† Calls Rangoon. * Calls Port Swettenham.

B.L.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Line	Tons	Leave	Destination
"NANKIN"	7,000	2nd Oct.	Manila, Rabaul, Brisbane.
"NELLORE"	7,000	2nd Oct.	Sydney and Melbourne.
"TANDA"	7,000	2nd Dec.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Line	Tons	Leave	Destination
"TILAWA"	10,000	24th Sept.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	9,000	26th Sept.	Amoy, Moji, Kobe & Yokohama.
"NELLORE"	7,000	30th Oct.	Shanghai, Moji, Kobe & Yama.
"KIDDERPORE"	5,800	30th Oct.	Shanghai, Moji & Kobe.
"SANTHA"	5,000	19th Oct.	Amoy, Moji, Kobe & Osaka.
"NALDERA"	18,000	10th Oct.	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,000	17th Oct.	Amoy, Moji, Kobe & Osaka.
"TALMA"	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
"MAURITANIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Yama.
"TANDA"	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
"TAKADA"	7,000	7th Nov.	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
"SIRDHANA"	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
"CORFU"	15,000	21st Nov.	Amoy, Moji, Kobe & Osaka.
"TILAWA"	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
"RAJWALPINDI"	17,000	5th Dec.	Shanghai, Moji, Kobe & Yama.
"NANKIN"	7,000	7th Dec.	Shanghai, Moji, Kobe & Yama.
"KARMALA"	9,000	19th Dec.	Shanghai, Moji, Kobe & Yama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Landries.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

Line	Leave	Arrive
S.S. "CITY OF PITTSBURG"	Havre, London, Rotterdam & Hamburg	16th September
S.S. "CITY OF KHIOS"	Havre, London, Rotterdam & Hamburg	16th October

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